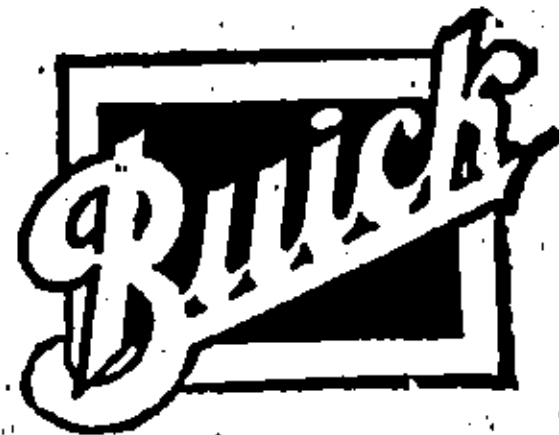




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No. 25,937

HONG KONG, WEDNESDAY, AUGUST 1, 1928.

PRICE, \$3.00 Per Month.

COLLISION ON SHEK O ROAD BRIDGE.

NEARLY WENT OVER.

LIABILITY FIRST: DAMAGES LATER ON.

HEAD-ON CRASH INTO WALL.

Mr. H. R. B. Hancock, the exchange broker, all-round sportsman and Hong Kong's interlop cricket skipper, was plaintiff in the Summary Court this morning in a suit against the Chinese owner of a car, following a collision on the Shek-O-road on May 2 in which Mr. Hancock's car crashed head-on into a wall and nearly went over a drop of 30 feet into a very rocky bed below.

When the case came up previously, the Puisse Judge (Mr. Justice P. Jacks) had given leave for the question of liability to be tried first and that of damages to be settled later.

Mr. H. C. Macnamara represented Mr. Hancock and Mr. C. A. S. Russ the owner of the other car, a six cylinder Buick.

"SHEERED OFF."

Mr. Hancock gave evidence to driving his Crossley 18/50 horse-power car himself. The car weighed about 3,000 lbs. His chauffeur sat next to him, Mr. and Mrs. H. S. Hills behind. He was going from town to Shek-O.

Asked to describe the weather, Mr. Hancock said it was "hazy, misty, with a little rain." He was on the (his) left hand side of the road. Approaching the (Tsun Wan) bridge, just as he was getting round the corner, he saw a car coming from the opposite direction "cutting the corner."

Mr. Hancock estimated his own speed at 20 miles an hour and that of the other car also at 20 miles an hour.

As soon as I caught sight of the other car, I applied the brakes," said Mr. Hancock. "As soon as he (the driver of the Buick) saw there was going to be an accident, he sheered off towards his left."

PHOTOS AND PLANS.

Continuing, Mr. Hancock said that he could not get any nearer to his side of the road as he was rightly against the wall.

Describing the collision, Mr. Hancock said that his off fore wheel struck the other car's off rear wheel. Then his car skidded towards the right, across the road, and struck the wall head-on. The car knocked down "a good deal of wall," and it was very fortunate the car did not go any further, as there was a drop of 30 feet on to a very rocky bed. The other car went on and then fetched up.

FINED 3 TIMES A DAY.

Cross-examined by Mr. Russ who suggested that the bridge was 20 feet wide, Mr. Hancock said he did not know and would not like to commit himself. Each car was about 5 feet wide. On Mr. Russ stating that there would have been plenty of room for them to pass, Mr. Hancock said "Yes," provided each kept on his own side of the road.

He, Mr. Hancock, did not sound a horn, nor did he hear the defendant sound a horn.

After further questions, Mr. Russ asked Mr. Hancock if it would not be a dangerous practice to look ahead (for on-coming cars) instead of looking immediately in front. Mr. Hancock: "Not at all."

When Mr. Russ asked if it was the rule that a horn had to be sounded at every corner, Mr. Hancock said: "If every car did sound its horn at every corner, each car would be fined three times a day."

NON-ALIVE!

In the course of further evidence by Mr. Hancock his Lordship indicated that he knew that part of the Shek-O-road quite well. Mr. Hancock explained that that he was going up hill and the other car coming down.

Mr. Russ: "If you were going at a reasonable speed, tell me how was it you knocked off a part of the wall?" Mr. Hancock: "That was after my car had skidded as the result of the impact."

Mr. Russ: Can you suggest any reason why the defendant should come round on the wrong side of the road?—Mr. Hancock: Ninety per cent. of the Chinese chauffeurs go on the wrong side.

Mr. Russ: How is it there are any of them alive?—Mr. Hancock: There oughtn't to be!

THE DEFENCE.

Mr. H. S. Hills, who is also an exchange broker, was the next

YORKSHIRE BOW TO MIDDLESEX.

COUNTY CRICKET.

FOUR ENGLISH TEST PLAYERS DO WELL.

SURREY BEAT KENT.

Rain, according to Reuter, interfered with some of the County cricket matches due to finish yesterday.

There were one or two surprises. Yorkshire were beaten on first innings by Middlesex, who compelled the northerners to follow on 185 runs behind. Surrey defeated Kent by 14 runs in a low scoring match, thanks, apparently, to the bowling of Fender.

Hobbs, Hammond, Hendren and Staples (Notts), all "Test" selections, distinguished themselves.

London, Yesterday. Surrey beat Kent by 14 runs. Surrey 131 (Marriott 5 for 41) and 282 (Hobbs 109). Kent 233 and 116 (Fender 5 for 53).

Essex Swamped.

Northants beat Essex by an innings and 145 runs.

Essex 99 (Jupp 7 for 42) and 175 (Jupp 5 for 79). Northants 419 for 7 declared (Woolley 111, Jupp 113).

Tate As Batsman.

Sussex beat Worcestershire by 8 wickets.

Worcestershire 168 (Wensley 5 for 39) and 220 (Brown 6 for 42).

Sussex 267 (Tate 117) and 122 for 2.

Hammond's Century. Derbyshire drew with Gloucestershire.

Gloucester 327 (Hammond 134). Derbyshire 214 for 6.

Big Scores.

Glamorganshire drew with Warwickshire.

Glamorgan 440 (Riches 159, Speed 6 for 81). Warwick 175 for 4.

Yorks Surprised.

Middlesex beat Yorkshire on first innings.

Middlesex 488 (Hendren 169, Mann 122, Macaulay 6 for 130). Yorkshire 303, following on, 290 for 1 (Holmes 179 not out, Sutcliffe 104).

Notts Follow-on.

Lancashire beat Notts on first innings.

Lancs. 373 (Makepeace 167, Sam Staples 5 for 64). Notts 215 (Macdonald 5 for 63) and, following on, 144 for 2.

Visitors Draw.

West Indies drew with Leicestershire.

Leicester 228 and 198 for 9 declared. West Indies 271 and 39 for 2.—Reuter.

Witness.

After generally corroborating the evidence given by Mr. Hancock, Mr. Hills said the driver of the Buick car tried to swerve over when it was too late. The slight drizzle had probably made the road greasy, he said, causing the Crossley car to skid after the impact. Even at 7 miles an hour, presuming the Crossley car was going at that speed (which he did not think it was), the weight of 3,000 lbs. and four people, said Mr. Hills, was bound to knock something over.

In cross-examination, Mr. Russ indicated that the case for the defence was that Mr. Hancock's car was going at an excessive speed and on the wrong side of the road; also that the Buick car was on the correct side of the road and going at a slower speed, and that the horn had been sounded.

DAMAGES.

Spare parts had to be ordered from England for the Crossley car, said Mr. Macnamara. Hence it is not possible at this stage to indicate the amount of damages claimed. It might be the best part of \$1,000. However, there would also be a claim for labour, amounting to about \$400.

As Mr. Russ, in his counter-claim, had asked for \$5 per day for loss of the use of the car during the repair, he (Mr. Macnamara) had also claimed for the same.

Mr. Russ said that it had always been understood that the question of damages would be referred to the Registrar. On the other hand, he was going to call expert evidence as to the damage suffered by the Buick car as the damage may indicate how the collision was caused.

Case proceeding.

SUN FO NOW IN NEW YORK.

HIS MISSION.

FOR THE RECONSTRUCTION OF CHINA.

CO-OPERATION WITH U.S.

New York, Yesterday. Mr. Sun Fo, ex-Chinese Minister of Reconstruction has arrived from Europe. He said that he had come to pave the way for co-operation with American finance and industrial organisation in the reconstruction of China. — Reuter's American Service.

LOAD LINES.

AIMING AT INTERNATIONAL AGREEMENT.

BRITISH ATTITUDE.

London, Yesterday.

The President of the Board of Trade was asked in the House of Commons what action the Government was taking in pursuance of its policy of promoting international uniformity in the matter of ships' loadlines.

Sir Philip Cunliffe Lister replied that rules relating to ship's loadlines were being revised by committee and revised rules would be sent to Dominion and foreign governments for consideration.

Every effort was being made to secure international agreement. It was too early yet to say what precise alterations would be.

Minister added that this subject was not one which in the ordinary course would go before the Committee of the League of Nations.

The President of the Board of Trade was asked about the overloading of ships at certain ports especially ships engaged in American coastal trade.

He replied that the Board of Trade had been collecting information on the manner in which ships were loaded in different trades. He had received a statement to the effect that the overloading of ships took place in certain trades. What action would be taken was being carefully considered in the interests of merchant service.—British Wireless Service.

"ITALIA'S" CREW.

RECEIVE HEARTY WELCOME IN ITALY.

PUBLIC REACTION.

Rome, Yesterday. There was a bombardment of flowers joined with the enthusiastic singing of the Fascist Hymn on the arrival of the "Italia" survivors at the frontier town of Trento.

This testified the public reaction to the accusations abroad against the expedition.

An even more enthusiastic reception was given subsequent to their arrival at Verona. The travellers were welcomed by Commander Pierozzi, representing the Naval Under-Secretary.

Enthusiasm in Rome.

Rome, Yesterday. The Italians have arrived, after a triumphal journey from the frontier, greeted at stations along the line with enthusiastic demonstrations.

On their arrival in Rome they were welcomed by the Governor, representatives of the Army, Navy and Air Force and warmly cheered by crowds.—Reuter.

FOREST FIRE.

CARPATHIANS SET ABLAZE BY A HEAT WAVE.

HEAVY DAMAGE.

Warsaw, Yesterday. Notwithstanding the energies of several battalions of engineering troops the great forest fire in the Carpathians, which broke out as a result of the heat wave, is still raging. Heavy damage has been done.—Reuter.

AMUR FLOODS.

FIFTY VILLAGES INUNDATED: RAILWAYS INTERRUPTED.

Moscow, Yesterday. Over fifty villages are now inundated in the Amur Province. Railway communication with Blagoveshchensk is interrupted and the city itself is partly under water. The floods are extending in the maritime province.—Reuter.

FOUGHT HIS LAST FIGHT.

GENE TUNNEY.

MAKES DECLARATION AT LUNCHEON PARTY.

HIS CAREER.

New York, Yesterday. At a luncheon party Gene Tunney announced he had fought his last fight as a professional boxer.

A Fresh Start. Tunney declared that he naturally regretted to announce his

permanent retirement from the ring but the time had come when professional "boxin'" offered nothing further that he desired.

"I am putting it behind me, feeling I am still young enough to make a new start in other fields," he said.

Tunney explained it might be two or three years before a dan-

gerous opponent develops, which was too long to wait. He had not thought of trying to nominate his successor.

It is believed that as the result of careful investment Tunney's fortune comfortably exceeds one million dollars.—Reuter's American Service.

RUBBER INDUSTRY.

MINIMUM EXPORT PRODUCT FROM CEYLON.

FIGURE AT 60.

London, Yesterday. It is officially announced that the percentage of standard production rubber exportable at the minimum rate of duty from Ceylon and Malaya for the quarter beginning August 1 will be 60.

Rubber Industries' Bill Dropped. The House of Commons has dropped the Rubber Industries Bill owing to there being insufficient time to pass it in the remaining stages prior to the prorogation on August 3.—Reuter.

MOTOR MERGER.

CHRYSLER-DODGE DEAL COMPLETED.

New York, Yesterday. The Chrysler-Dodge merger has been completed with the consent of 90 per cent. of the shareholders of both companies.—Reuter's American Service.

TO-DAY'S DOLLAR.

The closing rate of the dollar on demand, to-day was 2/0 5/16.

SHOWERS?

S. winds, moderate; fair to showery, is the official weather forecast until noon to-morrow.

Pressure is highest to the north of Japan and relatively low over China. The typhoon is situated about 200 miles south of Tokyo and appears to be filling up.

London, Yesterday. Reuter learns that the Anglo-French agreement to which Sir Austen Chamberlain referred last night is the outcome of discussions on English and French naval experts' last spring relative to the drift conventions which Britain and France respectively presented to the Geneva Naval Conference in 1926 and which they have since attempted at various times to coalesce into a single text.

It is hoped that the formula now found may be acceptable to the preparatory disarmament committee, and has thus hastened the convocation of the Disarmament Conference.—Reuter.

BOMBAY MILLS.

TO BE GRADUALLY RE-OPENED.

Bombay, Yesterday. The Millowners' Association has decided on the policy of reopening the mills in small groups from August 6 to how the ex-employees respond.—Reuter.

REDISCOUNT RATE.

OHIO FEDERAL BANK INCREASE.

Cleveland (Ohio), Yesterday. The Federal Reserve Bank has raised the rediscount rate to five per cent. from August 1.—Reuter's American Service.

YORK SEE.

THE NEW ARCHBISHOP APPOINTED.

London, Yesterday. H.M. the King has approved of the nomination of the Bishop of Manchester to the Archbishopric of York.—Reuter.

[The new Archbishop of York is the Rt. Rev. Wm. Temple, son of the late Archbishop of Canterbury. He was born at the Palace, Exeter, in 1881. In 1916 he married Miss Frances Anson; daughter of the late Mr. F. H. Anson, St. George-square, London. The new Archbishop had a brilliant career at Rugby and Oxford and has been a prolific writer on religious subjects.]

PILGRIMAGE TO FRANCE.

11,000 BRITONS.

FOURTEENTH ANNIVERSARY OF WAR'S BEGINNING.

20 SPECIAL TRAINS.

London, Yesterday. A great pilgrimage to the battlefields of Northern France, organised by the British Legion, will start from London about midnight next, Saturday, the 14th anniversary of Britain's entry into the Great War.

The pilgrims, who will number 11,000 will be joined on the other side of the Channel by the Prince of Wales, who served in France with the Guards, Lady Haig, widow of the commander who led the British army to victory, and many distinguished officers, including Marshal Foch and Admiral Lord Jellicoe.

Twenty special trains will convey the huge party from London to the channel ports, where 12 steamers will be waiting to take them to France. They will then travel in special trains to various points on the old battle front. They will stay four days and the culminating event of the visit will be a solemn ceremony at Ypres.

From their various headquarters all the 11,000 will travel to the historic town, where was the famous salient and will gather at the Menin Gate Memorial to Britons who fell there. Here there will be an impressive scene. Banners of 87 British divisions will be displayed over the archway and along the ramparts and there will be a march-past in which the Prince of Wales and Lady Haig will take part, followed by a religious service at which an address will be given by the Archbishop of York, now Archbishop designate of Canterbury.—British Wireless Service.

NAVAL PACTS.

ENGLISH AND FRENCH DISCUSSIONS.

FOR GENEVA.

London, Yesterday. Reuter learns that the Anglo-French agreement to which Sir Austen Chamberlain referred last night is the outcome of discussions on English and French naval experts' last spring relative to the drift conventions which Britain and France respectively presented to the Geneva Naval Conference in 1926 and which they have since attempted at various times to coalesce into a single text.

It is hoped that the formula now found may be acceptable to the preparatory disarmament committee, and has thus hastened the convocation of the Disarmament Conference.—Reuter.

UNLOADING CATTLE.

PORTUGUESE CAPTAIN BEFORE THE MAGISTRATE.

Captain Linvs, in command of the s.s. "Wing Wo," appeared as defendant before Mr. W. Schofield at the Kowloon Magistracy, this morning, in answer to a summons "for unloading cattle at the Sai Kung Wharf on July 6 without permission."

Defendant said that he was a Portuguese, and as he could not speak English very well, expressed a wish for the charge to be read in Chinese. When this was done, he said that he was totally unaware of the fact that a permit must be obtained from the C.V.S. He had been captain for some time, and had landed cattle for the past two years.

Defendant then produced a book of harbour regulations, which he stated contained nothing to the effect complained of in the charge. The Magistrate stated that the bye-law had been in force since 1924, against the practice of landing cattle from any wharf or place other than at Kennedy Town or Ma Tau-kok.

Sergeant Delahunty, of the Water Police, said that it was the first time he had noticed the occurrence of the offence. While on patrol on July 6 he saw a number of pigs being landed into junks, also cattle on to the Sai Kung Wharf.

In answer to the Magistrate, Captain Linvs admitted that cattle was landed on the day in question. The Magistrate explained that the bye-law was enforced so as to allow the C.V.S. to examine cattle landed to be slaughtered and permission could be obtained from the Sanitary Department at Post Office Building.

A "caution" was administered.

A BRIBE.

\$25 FINE OR A MONTH'S JAIL.

For trying to bribe an Indian constable, a Chinese was this morning charged, before Mr. W. Schofield, at the Kowloon Magistracy.

It appeared, according to defendant's statements, that two of his friends had been arrested for hawking without a licence, and as they were being marched to the Yaumati Police Station one of his friends gave him 30 cents and the other 20 cents to give to the constable.

He did so. The money was refused by the constable and he was arrested.

His Worship: It seems that you had nothing to do with the case; why did you offer money to the constable?

Defendant answered that his friends gave him the money to do so.

His Worship: You have involved yourself in a case that does not concern you.

A fine of \$25 or one month's imprisonment was imposed.

PEACE TREATY.

BRITAIN TO SIGN ON AUGUST 27.

London, Yesterday. The Government is to sign the Kellogg peace treaty in Paris on August 27. Similar invitations are being transmitted to the Dominions Governments.

Sir Austen Chamberlain yesterday in the House of Commons expressed the hope that it might be his good fortune to go to Paris to sign the treaty on behalf of this country. Whom the Dominions Governments will designate to sign the treaty will be known they reply to the invitations.—British Wireless Service.

WOMEN'S WORLD RECORDS.

THE OLYMPICS.

POLISH LADY THROWS DISCUS 38.17 METRES.

D. G. A. LOWE'S WIN.

Two world's records, established by women, were the features of the last collection of Olympic performances to hand. Miss Robinson, of America, won the 100 metres dash in 12.1/5 seconds and Miss Konopacka, of Poland, threw the discus 38.17 metres. The next competitor was 1.08 metres behind this distance.

D. G. A. Lowe captured the 800 metres for Britain, creating an Olympic record. His time was 111.4/5 seconds. Lord Burghley failed to qualify in the 110 metre hurdles, being beaten by Miki (Japan). There is a Briton in the finals, however, Weightman Smith, of South Africa, winning his heat and establishing an Olympic record with 14.3/5 seconds.

Amsterdam, Yesterday. 100 Metres (Women). Miss Robinson (U.S.A.) 1 Miss Roserfeld (Canada) 2 Miss Smith (Canada) 3 Won by a foot. Time: 12.1/5 seconds. Miss Robinson created a world's record.

800 Metres. D. G. A. Lowe (Britain) 1 Byhlen (Sweden) 2 Engelhardt (Germany) 3 Time: 111.4/5 seconds. Lowe created an Olympic record.

Long Jump Final. E. B. Ham (U.S.A.) 25 ft. 4 1/4 ins. Cator (Haiti) 24 ft. 10.2/5 ins. Bates (U.S.A.) 24 ft. 4 1/4 ins. Ham created an Olympic record.

Discus Throwing Women. Miss Konopacka (Poland) 38.17 m. Miss Copeland (U.S.A.) 37.09 m. Miss Svedberg (Sweden) 35.92 m. Miss Konopacka established a world's record for this event, throwing the distance of 39.62 metres.

110 Metre Hurdles. Miki (Japan) beat Lord Burghley (Britain) in 15.2/5 seconds, but did not qualify for the next round. Lord Burghley also failed to qualify.

Weightman Smith (S. Africa) qualified for the finals with an Olympic record performance of 14.3/5 seconds.

Foil Finals. Italy 1 France 2 Argentine 3 Belgium 4 —Reuter.

OBREGON'S MURDER.

INSPIRED BY A NUN'S REMARK.

ASSASSIN "

Artichokes	莖菜	each	—	—
Beans, Sprout	豆苗	lb.	4	—
" Long	豆苗	"	8	8
Beet Root	甜菜根	"	12	—
Bitter Squash	苦瓜	"	—	24
Brinjals, Green	青瓜	"	8	5
" Red	紅瓜	"	25	—
Cabbage, Chinese	白菜	"	—	12
" (Shanghai)	上海白菜	"	—	—
Cane Shoots, bunch	蔗苗	"	—	—
Cauliflower (Large)	大花椰菜	each	—	—
" (Medium)	中花椰菜	"	—	—
" (Small)	小花椰菜	"	—	6
Carrots	紅蘿蔔	lb.	6	6
Celery, Chinese	中國芹菜	"	—	10
Chillies, Dried	乾辣椒	"	25	25
" Red	紅辣椒	"	12	10
" Green	青辣椒	"	8	8
Curry Stuff, English	英式咖喱料	"	6	8
Cucumbers	黃瓜	"	6	2
Garlic	大蒜	"	10	6
Ginger, Young	青薑	"	8	7
" Old	薑	"	6	10
Horseradish, Shanghai	上海蔞菜	"	—	8
Indian Corn	粟米	"	7	45
Lettuce	生菜	"	6	1
Water Chestnuts	荸薺	"	8	—
" Mandarin	林林	"	10	—
Mushrooms, Fresh	鮮蘑菇	"	48	—
Okroes	茄瓜	"	66	1
Onions, Bombay	印度蔥	"	7	8
" Green	青蔥	"	8	4
" Shanghai	上海蔥	"	5	6
Parsley	歐芹	"	5	60
Potato, Sweet	甜薯	"	12	8
" Japanese	日本薯	"	5	8
" American	美國薯	"	4	8
Pumpkin	南瓜	"	5	—
Radish	紅頭菜	"	—	—
Rhubarb (Fresh)	鮮蘆薈	"	—	—
Shallots	蔥	"	4	8
Spinach	菠菜	"	6	4
Tomatoes	蕃茄	"	12	7
Taros	芋頭	"	6	6
Turnips, Fund (Long)	長蘿蔔	"	6	4
Vegetable Marrow	茭瓜	"	8	4
Water Orr	水芋	"	4	15
Water Lily Root	蓮藕	"	5	6

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FAMILY HOTEL—Victoria Gardens. Quiet APARTMENTS and SUITES of rooms. Full board from \$85, \$110, \$130 monthly, large commodious rooms, also daily rates; five minutes from Ferry, next new Hotel, Hankow Road, Kowloon. Tel. No. K. 357.

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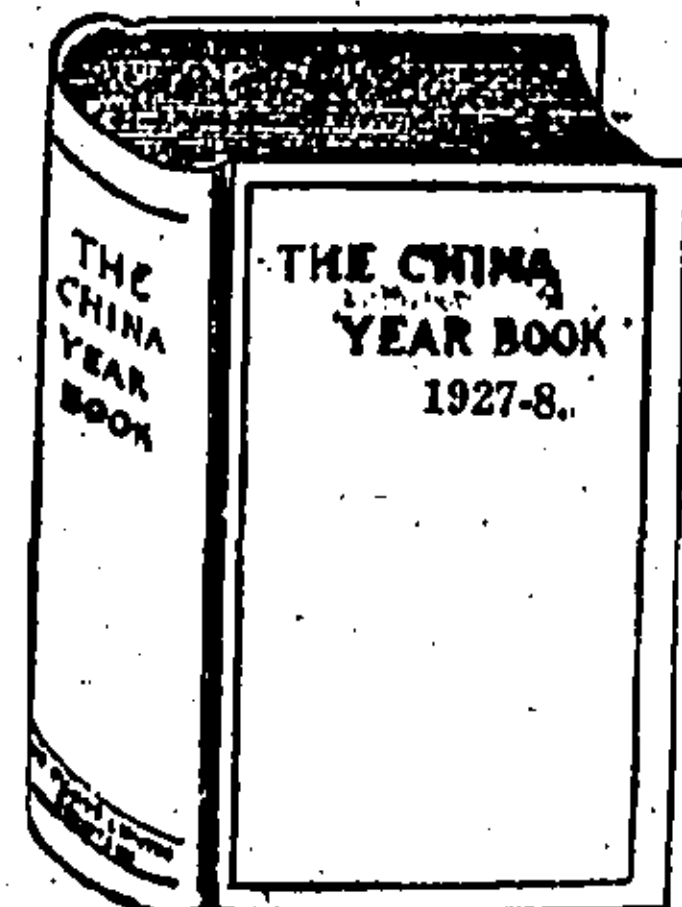
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NOTICES.

NOTICE.

NOTICE IS HEREBY GIVEN that I, the Undersigned, will not be responsible for any debts contracted by my wife, MARY WONG NEVES.
Dated 31st July, 1928.
VICTOR E. NEVES.

NOTICE.

KOWLOON BOWLING GREEN CLUB.

OWING to the KOWLOON CRICKET CLUB CONCERT being held on SATURDAY, the 4th August, the USUAL FORTNIGHTLY WHIST DRIVE of the Kowloon Bowling Green Club will take place on FRIDAY, the 3rd August.
BY ORDER,

HONG KONG TRAMWAYS, LIMITED.

AN INTERIM DIVIDEND of Sixty Cents per Share has been declared payable on WEDNESDAY, 22nd AUGUST next, on and after which date Dividend Warrants may be obtained upon application at the Registered Office of the Company, Canal Road, East, Bowrington, Hong Kong.

NOTICE IS HEREBY GIVEN that the REGISTER OF MEMBERS of the Company will be CLOSED from WEDNESDAY, 8th AUGUST to TUESDAY, 21st AUGUST, 1928; both days inclusive.

By Order of the Board,
L. C. F. BELLAMY,
General Manager,
Hong Kong, 30th July, 1928.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions—

THE Undersigned have received instructions to sell by Public Auction

ON
THURSDAY, the 2nd August, 1928,
commencing at 11 a.m.

at their Sales Room, Duddell Street,
163 Tins Paint
60 Kerosene Lamps
1 Case Sardines
3 Cases Evaporated Milk
7 Sacks Flour
55 Boxes Cheese
2 Tins Ginger Oil

AND
A Quantity of Miscellaneous Goods
and Sundry Furniture.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers,
Hong Kong, August 1, 1928.

PARTICULARS

OF THE
Steamship "GORUSTAN"
now lying in the Harbour of
Hong Kong
To Be Sold By
ORDER OF THE COURT
BY
PUBLIC AUCTION
ON
THURSDAY,
the 2nd day of August, 1928,
at Noon
IN ONE LOT
BY
Messrs. LAMMERT BROS.,
Auctioneers,
at their Auction Rooms,
No. 4, Duddell Street, Victoria
in the Colony of
Hong Kong.

Steamship "GORUSTAN"

The Ship is a British ship registered at Hong Kong of 4,561 tons Gross and of 2,916 tons Registered tonnage. She has accommodation for 27 First Class Passengers, 24 Second Class Passengers and 1,551 Deck Passengers and is fitted with electric light and was built by Armstrong Mitchell & Co. of Newcastle-on-Tyne, England.

Deadweight 6,080 tons
Length B.P. 360' 0"
Length over all ... 378' 0"
Ex. Breadth 47' 0"
Moulded Depth ... 80' 7"
Horse Power 580
Speed 11 knots

The Ship is also fitted as an oil burner.
For orders to view apply to the Auctioneers.

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Auctioneers,
No. 4, Duddell Street,
Hong Kong.
Hong Kong, 28th July, 1928.

If you are in a hurry
take a

TAXI.

CHINA TRADE IN 1927.

(Continued from Page 2.)

NATIVE CUSTOMS.

Trade under the Native Customs was decidedly bad during 1927, and there was much dissatisfaction amongst the Kongmoon merchants, who complain bitterly of the difficulties—mainly heavy taxation, labour trouble and piracy—with which they had to contend. The diversion of trade referred to above, as a result of which the Sze Yap districts are now linked by direct tow-boats to Hong Kong and Macao, had also much to do with trade depression in Kongmoon. Labour trouble specially affected the rice mills, only six such mills operating instead of 14 formerly in existence. The local money market was also seriously affected, and a great shortage of silver prevailed at the end of the year. Depreciation of the Central Bank notes further increased difficulties, and it is reported that no less than six banks went into bankruptcy during the year. Such being the conditions, it is not surprising that the Native Customs revenue should have fallen to the lowest figure recorded during the past 10 years. It amounted for Kongmoon and its sub-offices to Hk. Tls. 46,390, Hk. Tls. 769 less than the amount collected during the previous year.—The total value of imports amounted to Hk. Tls. 1,763,770, a remarkable improvement in groundnut oil, due to shortage of local supply, being worthy of note. Exports amounted to Hk. Tls. 1,325,063.

KWANGSI TRADE.

**EXPOSITION TO BE HELD
NEXT YEAR.**

IN THE CITY OF LIUCHOW.

Liuchow, Kwangsi, July 25. The province of Kwangsi will have an industrial exposition the autumn of 1929, probably beginning October 10, unless otherwise notified.

The object and purpose of this Exposition is to promote industries and to enlist popular support and co-operation for the general improvement of home goods, merchandise, and other articles of trade and to afford opportunity to foreign merchants to exhibit their goods with a view to find a South China market.

The offices for the preparation and arrangements of the Exposition and the grounds for the exhibition will be at the city of Liuchow, a Kwangsi city well-known for its lumber industry.

The Dates.
The Exposition will run from October 10 in 1929 to November 10 subject to modification and change which will be later announced, if necessary. By special arrangements and under certain circumstances, the period may be extended.

Admission to the grounds of the Exposition will be free and Chinese and foreign visitors from outside will be specially welcome.

In the selection of exhibits, articles of the province of Kwangsi, of course, will form the principal sources of supply, but to enable the Exposition to be a medium of interest and education, domestic and foreign products are to be earnestly solicited at home and abroad.—Contributed.

K.M.A. OUTPUT.

The local agents of the Kailan Mining Administration state that the total output of the Administration's mines for the week ending July 14 amounted to 81,122 tons, and the sales during the period to 59,425 tons.

HONG KONG HOTEL VISITORS.

August 1, 1928.

Mr. I. Asbeck.
Messrs. N. Brandel, E. T. Brienster, Mrs. H. Blucker, Mrs. G. Bicar.

Mr. A. Chauviere, Mr. and Mrs. R. W. Clarkson.

Messrs. S. F. Fuller, F. L. Fern, Messrs. A. F. Henry, Harrasowitz, Mrs. E. O. Hodge and children.

Mr. B. Itallaner.
Mr. G. Du Jon.
Messrs. S. O. Lewis, W. G. Lindsay, Mr. and Mrs. H. Lafond.

Mr. J. M. Major.
Mr. G. W. Parson.
Mr. A. Quinson.
Mr. B. Riley.

Messrs. A. N. Spencer, J. H. Squire.
Mr. F. H. Tyson.
Messrs. R. K. Winterton, E. E. Wisenbarn.

LONG TACK SAM.

TO-NIGHT'S BIG DRAW AT
QUEEN'S.

MAGIC AND FUN.

Magic, juggling, conjuring, knife throwing, stinging, dancing and acrobatics, all of the highest London standard, are among the attractions in the programme of thirty varied items to be presented by Long Tack Sam, and his company of Chinese wonder workers when the famous magician commences his Hong Kong season of four nights at the Queen's Theatre at 9.20 this evening. Long Tack Sam has "topped the bill" at the biggest London and New York theatres, including the Coliseum and Keith's, and he is now on his way to Sydney for a new tour of Australia, the fact to which local pleasure seekers owe their present opportunity of being able to see his performance.

Besides being a magician of marvellous skill, Long Tack Sam is a comedian of ability. While turn follows turn in the crowded programme with astonishing rapidity, he keeps the audience in a slimmer of merriment with his flow of wit, cracking jokes in any of the half dozen languages which he speaks fluently. Assisting the magician are his two beautiful daughters, the Misses Mi Na and Nea Sa Long, who contribute musical and dancing numbers of much charm, including violin and saxophone solos and Indian, jazz and novelty dances. The other members of the company all add their distinctive items, such as ribbon spinning, knife throwing, needle swallowing, the two head illusion and other strange stunts. Altogether the programme is exceptionally fine. Admission is at the popular prices of \$3, \$2 and \$1 and booking is now open at the Queen's Theatre.

ELECTION HOPES.

"GIVE US THE WOMEN
FOLK."

Speaking at a Labour garden party at Colders Green, Mr. Ramsay MacDonald dealt with the recent by-election at Carmarthen. "In that generous and catholic frame of mind the Labour Party has always shown," he said, "we celebrate the Liberal victory at Carmarthen, won so magnificently two days ago. It was one of the victories that I am always prepared to celebrate. Carmarthen was a Liberal stronghold, a great citadel, and a constituency that had always been regarded as one that, however it was attacked, would remain Liberal, not by the skin of its teeth, but from its foundation to the top. But there it is," he added, amid laughter—"forty-seven." They have not even to thank the Liberal revival for the forty-seven. It was the weather far more than the revival. "We will have another fight there within twelve months, I hope, and on the next assault Carmarthen is going to be Labour. We belong to a party that is going from strength to strength. I have never known the party in such fettle as it is now. Some people are always talking about the rank and file. I know my rank and file very well. I have been from John o'Groats to Land's End, and have met them. I have never known the rank and file so steady, so wisely determined, and full of assurance of a coming victory as they are in the Labour Party to-day.

"Wherever you go in town and country the gospel is listened to gladly, and accepted wholeheartedly. Our opponents tell us that we cannot touch the agricultural constituencies. We did it this week, and we are going to do it again and again. My experience of an agricultural constituency is that the labourer's wife is exactly the sort of person who knows instinctively and by experience what we are fighting for and driving at. Give us the women folk, and nobody can deprive us of a majority of the electors in the coming fight.

"We are ready for the next assault. See that you waste no opportunity to make the victory that awaits Labour so big and so final that the Labour Party is established in Britain for good and for all, and that the Labour Government is entrusted with the affairs of the nation."

New Probationary Assistant Commissioners for the Malay Peninsula include Mr. R. W. E. Harper (Bedford), Mr. L. H. Pearce (Berkhamstead), late 22nd London Armoured Car Co. (Westminster Dragons), Mr. L. G. Valpy (King's School, Canterbury), Mr. C. T. W. Dobree (Westminster School), Mr. R. C. B. Wiltshire (Sherborne), late 388th Battery, R.A.

According to official estimates of the United States Department of Commerce, United States tourists spent \$206,000,000 in Canada in 1927, returning with Canadian goods on which approximately \$9,000,000 were paid in Customs.

E. G. WAKEFIELD.

A COLONIST AND
ADVENTURER.

REMARKABLE CAREER.

Though Dr. A. J. Harrop has chosen a somewhat clumsy title for his book, "The Amazing Career of Edward Gibbon Wakefield" (Allen and Unwin, 7s. 6d.), it is fully justified by the content. For Wakefield's career certainly was amazing—a mixture of foolish adventure, practical wisdom, and remarkable resolution. It is difficult to get at the psychology of the man; a good deal of his work was done behind the scenes; he pulled the wires, while men of greater worldly prominence took the lime-light.

QUAKER ANCESTRY.

Edward Gibbon Wakefield was born in 1796. On both sides he came of Quaker stock, and it is probable that he owed more to his Wakefield ancestry. Barclay's "Apology" is still a familiar theological work, and "Barclay of Ury" was the subject of one of Whitfield's best-known poems. Wake-



Oscar DePriest, negro leader of the Third Ward in Chicago, who was nominated by the Congressional Committee of the First District—the Black Belt—to succeed the late Martin E. Madden, as Republican nominee for Congress from that District.

field was a difficult youth; he was sent to Westminster School, but refused to remain there; then he was transferred to the High School at Edinburgh, with much the same result. He was admitted to Gray's Inn, but abandoned the law as he had abandoned school. He was for a time a King's Messenger, and travelled much on the Continent. He eloped with the daughter of an East Indian merchant, succeeded in placating her family, and got a diplomatic post at Turin. Four years after the marriage his wife died, and he was left with two children.

THE AMAZING ABDUCTION.

The abduction of Ellen Turner by Wakefield was, so far as we can discover from a rather confused account, entirely discreditable. The fact that his stepmother may have been the instigator of this affair does not in the least absolve Wakefield. Ellen Turner was the daughter of a wealthy north-country manufacturer, and Wakefield wanted money. So he, with his brother William, drove up one day in February, 1826, to the door of the school near Liverpool where Ellen was a boarder, presented a faked letter to Miss Dauby, the proprietress, signed "John Ainsworth, M.D.," begging that Ellen might at once be sent home to see her mother, who was seriously ill. Ellen had suspicions of the servant who delivered the letter—she was Wakefield's astute valet—as she had never seen him before, but he reassured her by stating that he had just been engaged by Mr. Turner as "butler for a new mansion." Ellen entered the carriage (did she suppose that one of the occupants was "John Ainsworth, M.D.") and was taken away to the Albion Hotel, Manchester, where she was "shown into a private room." There, according to Wakefield's own "Statement of Facts," he introduced himself to her, though not by name, assured her that her mother was perfectly well, and did a good deal of general lying.

I then exerted every power of my mind to amuse and please her. My great object was to draw her out; to see what sort of a mind she had; to learn what had been her education; and what were her opinions, manners, habits. A state of high excitement caused my spirits to overflow. She was almost equally elated. We talked and laughed incessantly. Never in my life did I say so much in the same time. There was more of this kind of humbug, and more evasions and lies, before they got the deluded child to Gretna Green, where they were married by the famous David Laing, blacksmith.

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RETRIBUTION.

Wakefield took her to Calais; he wrote to her distracted parents, assuring them that all was well, but retribution was at his heels in the effective form of Ellen's two uncles, a lawyer, and several Bow-street officers. Wakefield asserted that the marriage had not been consummated, and later Ellen made a declaration to the same effect. The trial of Wakefield for abduction was held at Lancaster Assizes; he was sentenced to three years' imprisonment in Newgate—a very light sentence, considering that men were being hanged for sheep-stealing and petty larceny. He wrote a powerful work on "The Punishment of Death," which had a considerable effect in prison reform, though his cousin, Elizabeth Fry, who often visited him in Newgate, was a more intensive social worker. Here is a leading passage in Dr. Harrop's book:—

He gazed at the actual results of the criminal system and regretted them. He examined at first hand the working transportation as a preventive of crime, and talked with men who had defied the law and returned from the convict colonies. From the consideration of the effect of punishment as a preventive measure he went on to consider the effect of the practice of transportation on the colony to which the criminals were sent.

THE COLONIES.

It is impossible here to enter into the full details of Wakefield's schemes of colonization. Emigration, in itself, was of little, or no value. Immense grants of land were made in South Australia—up to half a million acres—to men who could not possibly cultivate it; no labour was available. Therefore, he argued, it is unwise to give land away; let it be sold at a reasonable price, and the men who could afford to buy could also employ, or import, the necessary labour. When a farm worker had made good by earning decent wages, he would be in a position to acquire land for himself.

It is to Wakefield's credit that he was never keen on pecuniary gain. He often worked without salary, and declined an offer of £1,000 from the New Zealand Company in payment of legitimate expenses. There is a bust of him in one of the corridors of the Colonial Office, but the Colonies themselves, as Dr. Garnett said in the only previous biography of Wakefield, "have done nothing for his memory—absolutely nothing whatever." Nor have they yet done anything. An amazing man, truly, but somehow unlovable and remote.

100 MILES ABOVE.

NEW PLANE CROSS ATLANTIC
IN 12 HOURS.

Berlin, June 18.

The navigation of the border regions of the Earth's atmosphere is not, it now appears, to be left unchallenged to Herr Fritz von Opel's "rocket" aeroplane. The Junkers works contemplate the construction of a special motor-driven aeroplane capable of ascending to between 50,000 and 60,000 feet, and are stated to have worked out the necessary specifications.

The principal problem to be faced is the supply of oxygen to engines and passengers at heights where the ordinary atmosphere is too rarefied. This is to be achieved by means of air compressors driven partly direct by the engines and partly by special turbines, for which the exhaust gases from the engines will be used as the motive force. The aeroplane will also be fitted with a special airtight cabin, while the engines will be of normal type.

It is claimed that at the proposed heights the average speed achieved in lower atmosphere can be trebled and that it should be possible to cover the distance from Berlin to New York in 12 hours.

Meanwhile, Herr Fritz von Opel will make an attempt to beat the world's speed record with a rocket car on a section of the railway near Hanover next Saturday.

An exceptionally fine record is held by Inche Puteh bin Alam, an Assistant Supervisor of Customs, who has just retired from the Government Monopolies Department. Inche Puteh bin Alam was the first Malay officer in the Straits Police to be presented with the medal of the Imperial Service Order—an honour which he received in 1908, when he retired from the police with the rank of sub-inspector, and twenty-five years service to his credit.

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ATLAS MARU	Thursday, 9th August.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town	
MONTEVIDEO MARU	Friday, 10th August.
BOMBAY—Via Singapore & Colombo.	
HONOLULU MARU	Friday, 3rd August.
SUMATRA MARU	Sunday, 10th August.
DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND MOMBASA—Via Singapore and Colombo.	
CANADA MARU	Sunday, 5th August.
CALCUTTA—Via Singapore, Penang and Rangoon	
KASADO MARU	Saturday, 25th August.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Shanghai and Japan ports	
MELBOURNE—Via Manila, Brisbane & Sydney.	
HIMALAYA MARU	Sunday, 5th August.
BANGKOK—Via Saigon.	
HAIPHONG—Via HOIHOW & PAKHOI	
MENADO MARU	Thursday, 2nd August.
NEW YORK—Via Japan ports, San Francisco & Panama	
HAVRE MARU	Middle of August.
JAPAN PORTS	
ALASKA MARU	Friday, 10th August.
SOURABAYA MARU	Friday, 10th August.
TACOMA MARU	Wednesday, 16th August.
KEELUNG—Via SWATOW & AMOY	
KISHU MARU	Sunday, 5th August noon.
HOZAN MARU	Sunday, 12th August noon.
TAKAO—Via SWATOW & AMOY	
DELI MARU	Thursday, 9th August noon.
TAKAO & KEELUNG	
SOURABAYA MARU	Friday, 10th August.
For further particulars please apply to—	OSAKA SHOSHIN KAISHA.
Tel. Central No. 4088, 4089, 4090.	M. TAKEUCHI, Manager.

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AGENTS.
HONG KONG, CHINA & JAPAN.

Captain B. A. Thomson has assumed the duties of Marine Superintendent, China Navigation Co., Hong Kong.

Captain W. J. Andrews, of the "Changchow," is on reserve.

Captain J. D. Whyte, of the "Ningpo," has gone master, "Changchow."

Mr. S. Aherne, chief officer; "Chuncking," has gone chief officer.

"Nanning."

Mr. J. R. Lilley, chief officer, "Ningpo," has gone chief officer, "Chuncking."

Mr. J. M. Hall, chief officer, "Nanning," has gone chief officer, "Changchow."

Mr. J. W. Hurst, chief officer, "Changchow," has gone chief officer, "Chingkiang."

Mr. W. Jones, chief officer, "Wuchang," has gone chief officer, "Ngankin."

Mr. W. Christie, chief officer, "Ngankin," is on reserve.

Mr. E. Williams, sup'y chief officer, "Hsin Peking," is on Home leave.

Mr. M. Defty, second officer, "Sunning," has gone second officer, "Kueichow."

Mr. R. K. Stott, second officer, "Kueichow," has gone second officer, "Sunning."

Mr. J. W. Bennett, second officer, "Kanchow," has gone second officer, "Anking."

Mr. R. M. Woolfenden, second officer, Anking, has gone second officer, "Kanchow."

Mr. A. W. Carnie, sup'y second officer, "Chekiang," has resigned.

Mr. D. V. Duncanson, sup'y second officer "Chekiang," has gone second officer, "Chenan."

Mr. J. Worsley, second officer, "Chenan," has gone second officer, "Chekiang."

Mr. D. Wilson, from Home leave, has gone chief officer, "Fatsan."

Mr. P. Bolam, chief officer, "Fatsan," has gone acting chief officer, "Yingchow."

Mr. F. J. Gregg, second officer, "Liangchow," has gone second officer, "Tatung."

Mr. L. D. Johnson, third engineer officer, "Lungchow," has resigned.

Mr. A. E. Nixon, third engineer officer, "Sinking," has resigned.

Mr. J. B. Barclay, chief engineer officer, "Shuntien," has retired on pension.

Mr. J. B. Keay, third engineer officer, "Wenchow," has gone third engineer officer, "Sinking."

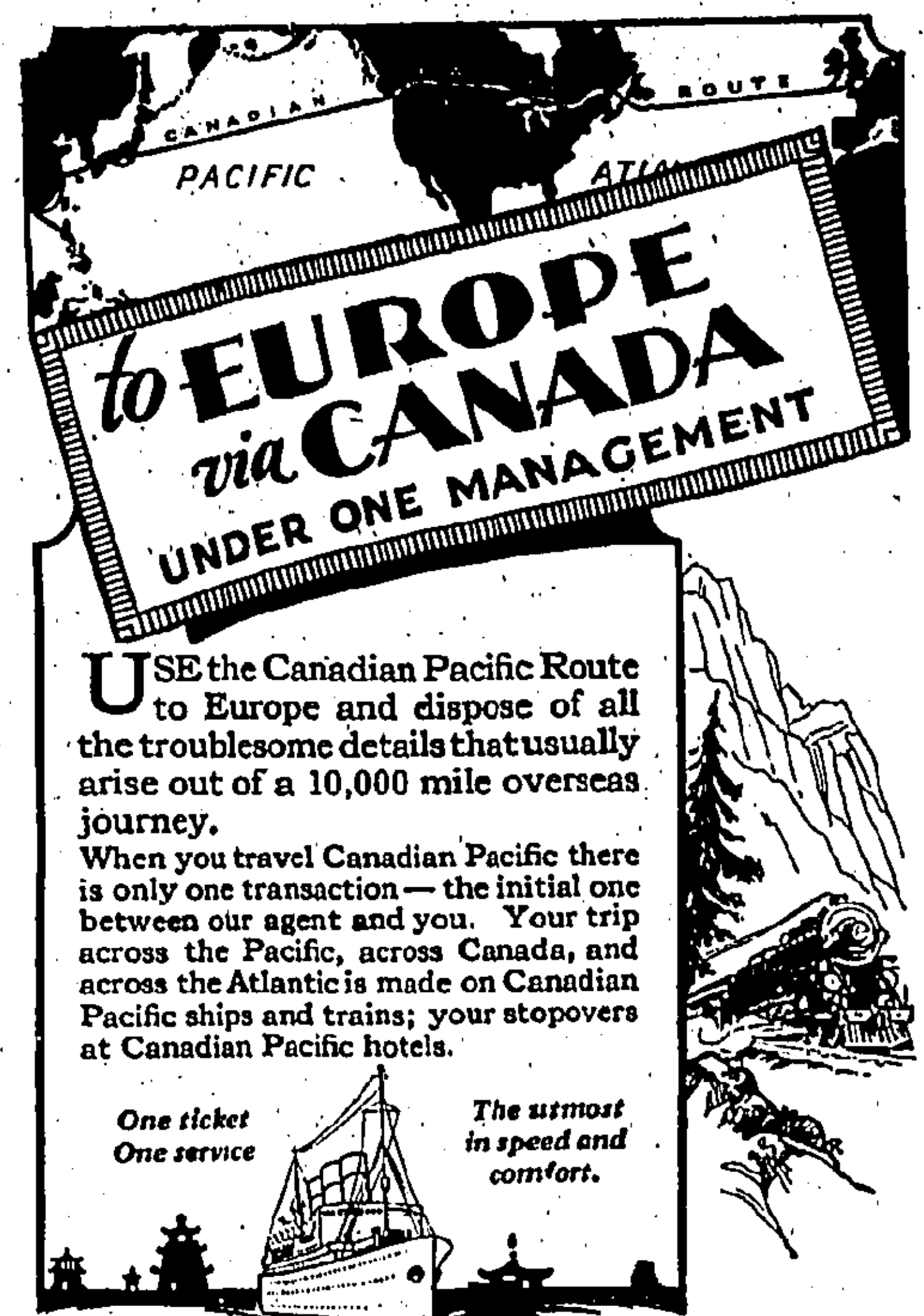
can generally be obtained by utilizing to the fullest extent any cheaper fuel that may be available. This

At about 2 p.m. yesterday the Water Police picked up the body of a man near No. 4 buoy.

delivered on Thursday last.

There have been no further announcements from Messrs. Workman, Clark (1908), Ltd., regarding fresh orders, but rumour keeps crediting them with further work of none of which have been officially confirmed, although it is understood that negotiations are proceeding in connection with some important orders which are likely to materialise in the near future.

Shiprepairing has been somewhat quieter again although there has been a fair amount of work in this direction coming forward.



The M.V. "Sumatra" (Swedish East Asiatic Co., Ltd.) left Hamburg on July 22, and is due here on or about August 31.

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*KASHMIR	8,985	4th Aug.	M'les, L'don, A'werp & Hull.
*KRIDDEPORE	5,194	10th Aug.	Straits, Bombay & Karachi.
*RAJPUTANA	16,568	18th Aug.	Bombay, Marseilles & London.
*NALDERA	16,088	1st Sept.	Bombay, Marseilles & London.
*KALYAN	9,144	15th Sept.	Marseilles, London, Antwerp & Hull.
*KASHGAR	9,068	22nd Sept.	M'les, L'don, A'werp & Hull.

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BRITISH INDIA-APCAR SAILINGS.

TALMA	10,000	2nd Aug.	Singapore, Penang & Calcutta.
TAKIWA	7,376	13th Aug.	Singapore, Penang & Calcutta.
TILAWA	10,000	8th Sept.	Singapore, Penang & Calcutta.
TAKADA	6,949	24th Sept.	Singapore, Penang & Calcutta.

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EASTERN & AUSTRALIAN SAILINGS (South).

*ARAFURA	6,000	3rd Aug.	Manila, Sandakan, Thursday Island.
*TANDA	6,956	31st Aug.	Townsville, Brisbane, Sydney &
*ST. ALBANS	4,500	28th Sept.	Melbourne.
*ARAFURA	6,000	2nd Nov.	

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The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KALYAN	9,144	4th Aug.	S'hai, Moji, Kobe & Yokohama.
TANDA	6,956	8th Aug.	Moji, Kobe, Osaka & Yokohama.
*WARFIELD	6,000	12th Aug.	S'hai, Moji, Kobe.
TILAWA	10,000	17th Aug.	Amoy, Moji, Kobe & Osaka.
NALDERA	16,088	17th Aug.	Shanghai.
*NAGPORE	6,283	10th Aug.	S'hai, Moji, Kobe & Yokohama.
KASHGAR	9,068	22nd Aug.	S'hai, Moji, Kobe & Yokohama.
TAKADA	6,949	1st Sept.	Amoy, S'hai, Moji, Kobe & Osaka.
ST. ALBANS	4,500	4th Sept.	Moji, Kobe, Osaka & Yokohama.
TALAMBA	8,018	5th Sept.	Amoy, Moji, Kobe, S'hai & Osaka.
NOREA	10,063	14th Sept.	S'hai, Moji, Kobe & Yokohama.
TALMA	10,000	20th Sept.	Amoy, Moji, Kobe & Osaka.
LAHORE	5,252	24th Sept.	S'hai, Moji, Kobe & Yokohama.
KHIVA	9,135	28th Sept.	S'hai, Moji, Kobe & Yokohama.

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SAILINGS FROM HONG KONG.

S.S. "CITY OF EVANSVILLE"	Via Suez Canal	7th Aug.
S.S. "LYON"	Via Suez Canal	24th Aug.
S.S. "PHOENIX"	Via Suez Canal	21st Sept.
S.S. "CITY OF LINCOLN"	Via Suez Canal	5th Oct.

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INDO-CHINA

STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
T'au via S'hai & S'hai	FOOSHING	Sun., 5th Aug. at Noon
T'au via S'hai & S'hai	CHAKSANG	Wed., 8th Aug. at Noon
T'au via S'hai & S'hai	YATSHING	Sun., 12th Aug. at Noon
Osaka via Amoy, Moji & Kobe	NAMSANG	Sun., 5th Aug. at 7 a.m.
Osaka via Amoy, Shanghai, Moji & Kobe	KUMSANG	Fri., 17th Aug. at 7 a.m.
Canton	CHAKSANG	Thurs., 2nd Aug. at 8 a.m.
Canton	CHEONGSHING	Fri., 3rd Aug. at 9 p.m.
Straits & Calcutta	HOSANG	Mon., 6th Aug. at 3 p.m.
Straits & Calcutta	KUTSANG	Mon., 13th Aug. at 3 p.m.
Tientsin	CHEONGSHING	Tues., 7th Aug. at Noon

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N. Y. ANCHORAGE.

THE AMENDED HARBOUR REGULATIONS.

Greater authority for the restriction of anchorages in certain areas of New York harbour is conferred upon the captain of the port in amendments of the rules and regulations governing anchorage grounds approved by the Secretary of War and recently promulgated by the New York Harbour Line Board (state New York advice). The paragraph governing temporary anchorage in the western anchorage area of the upper bay is amended to read:

"20-A. Temporary anchorage.—To the southward of a line passing through the south-east corner of middle wharf and the northwest corner (liner) of south wharf, Ellis Island; to the westward of two lines, one line in extension of the line marking the eastern limits of Anchorage 20, and passing through buoy S 'A,' and the other line ranging from buoy S 'A' 205 degrees to the north end of the United States marine hospital at Stapleton, Staten Island; and to the northward of a line bearing 294 degrees from the red nun buoy No. 14 on the east side of the main channel, to the light on the east end of the breakwater of the Greenville terminal of the Pennsylvania Railroad.

"Area 40-B in this anchorage is reserved for explosives and is excluded from use as a general anchorage.

The following is added to the note appended to the paragraph governing anchorage 20-B.

"The portions of anchorages 20-A and 20-B, which are easterly of a line ranging 204½ degrees from the east end of the east landing pier on Bedloe's Island to Greenville Channel entrance buoy 2G, and in range with Robbins Reef gong buoy No. 27 (formerly bell buoy 13B) and buoy 2G, and the northerly prolongation of that line, are set aside as temporary anchorages for vessels arriving and leaving port.

"No vessel shall occupy these anchorages for a longer period than seventy-two hours, unless a permit is obtained from the captain of the port for that purpose."

The amended regulations provide that no vessel shall occupy any of the eastern anchorage in the upper bay for a longer period than thirty days unless a permit is obtained from the captain of the port.

It is also provided that no vessel shall occupy the Staten Island anchorage for a longer period than forty-eight hours without a permit from the captain of the port.

The paragraph of the original rules giving the captain of the port authority to assign anchorage berths is amended by adding the following:

"He will allow no vessel to occupy a permanent berth in any anchorage area when vessels in regular traffic require the berth, or when navigation would be menaced thereby."

PASSENGER LIST.

DEPARTURES.

Passengers departed to Manila by the "Empress of Canada" yesterday were:—

Mr. C. E. Anthony, Mrs. D. T. Ackerman, Mr. G. D. Belarmino, Miss C. M. Bautista, Miss L. Bautista, Hon. Mr. L. J. Clifford, Sister D. Fox, Mr. M. P. Gleason, Miss J. G. Gray, Miss E. Hoysted, Mr. and Mrs. F. L. Howard and infant, Mrs. K. Kubota, Miss D. Locke, Mr. and Mrs. G. E. Lerrigo, Mr. and Mrs. A. J. McMahon, Miss C. McMahon, Mr. R. M. Macgaba, Dr. H. W. Miller, Miss N. McKim, Miss F. G. Ogilvie, Miss M. C. L. Pellico, Mrs. J. Paez, Mr. and Mrs. C. E. Phillips, Miss E. Phillips, Mrs. J. Salonga, Mr. B. Samson, Mr. A. M. Black, Rev. and Mrs. G. E. S. Updell, Mr. J. Updell, Mr. H. F. Wallace, Mr. E. L. Whitney.

FINNISH SHIPPING.

PLANS FOR SOME NEW LINES.

Already before the war, plans were on foot for the creation of a Finnish-North American Line, and now, according to reports from Helsinki, there seems to be a good prospect of their realization. The history of the matter is interesting. Before the war the well-known Finnish shipowner, V. Snellman, managed to secure from some of his fellow-countrymen in North America, and in what was then known as St. Petersburg, considerable sums of money and promises of an adequate quantity of cargo in both directions. The majority of the share capital was held in Finland. It was proposed to run four steamers on a regular service between St. Petersburg, Helsinki and New York. The company had already been promoted when the death of Snellman, and the almost immediately ensuing outbreak of the war, brought the plans to an abrupt termination. The one steamer then in possession of the company was seized in St. Petersburg.

Now the plan is being revived, and, according to report, a personage with very strong banking backing is at the head of affairs. There is no doubt that the recently created Finnish Shipping Loan Fund—which, for the time being, however, is still on paper—has given an undoubted impetus to the founding of new shipping companies. Furthermore, there is every prospect that within a very brief period the Government will be granting State assistance for extra-European lines. The Chief Registrar of the Government Shipping Department has, indeed, been requested to work out a scheme to form the basis of a bill for granting State support for new shipping lines.

SUPER-SHIP.

60,000-TON LINER FOR BRITAIN.

Belfast, June 18.
The first stage has begun here in the construction of the largest vessel in the world.

Messrs. Harland and Wolff have already laid the keel of a new giant White Star liner and have received orders to proceed with the building. The ship, of which the name has not yet been settled, will cost nearly £7,000,000 and will take three years to complete.

Her dimensions compared with the "Majestic," the present largest liner, and the "Leviathan" will be:—

	Length	Beam	Tonnage
New ship	1,000 ft.	115 ft.	60,000
"Majestic"	915 ft.	100 ft.	56,650
"Leviathan"	907 ft.	100 ft.	54,282

The new liner will not be constructed on the same slips as were the "Titanic," "Olympic," and "Britannic," but in the east yard. She will be launched in Musgrave Channel. Her beam will be so broad that existing gantries at these slips will have to be removed at great extra expense.

Shipbuilder's Dream.
She will embody the dream of Lord Pirrie, who did not live, however, to see it fulfilled.

Experts have not yet decided what type of machinery will be installed. It is by no means certain if her engines will be Diesel or if she will be motor-propelled.

There is bound to be an element of experiment in regard to types which have proved successful in smaller ships, but which would have more exacting tests in such a giant vessel as this wonder liner will be.

Au Yang-po, an accountant of the Ching Sing Po contractor's firm, No. 3 Waterloo-road, reported that at 4 p.m. on July 28, he entrusted a man named Wong Kan, master of a junk, to load 75 tons of coal, valued at \$1,000, to deliver it to the Wing On Co. at Shek Ki. The junk should have arrived on July 28, but had failed to do so.

SUEZ CANAL CO.

THE SEVENTY-FOURTH ANNUAL MEETING.

UNPRECEDENTED ACTIVITY.

At the 74th annual meeting of the Suez Canal Co., which was held in Paris on June 7 last, the Chairman, the Marquis de Vogue, in submitting the directors' report, said that the traffic of the Suez Canal had experienced unprecedented activity during 1927. The receipts, amounting to 208,000,000 gold francs, were greater by 11 per cent. than those of 1926, which were the previous highest. The conversion into French francs of the sums thus collected had been made on the basis of the rate of exchange of 124f., at which the pound sterling had remained since the beginning of 1927. It was proposed to fix the gross dividend per capital share at 577.52f., an increase of 33.50f. as compared with 1926. The growth in the traffic which permitted this increase in dividend was evidence that after the confusion brought about by the war the economic development of the world was continuing.

In view of such brilliant results they had considered it to be their duty to continue the traditional policy of lowering the transit tariff. The board put in force on April 1 last a reduction of 25 centimes, thus bringing down to 7f., the transit due, which, since April 1, 1925, had been 7.25f. The increase in the transit receipts since the commencement of the current year was, moreover, such that it would go a long way towards making good the diminution involved by the reduction for the nine months of its operation in 1928.

As previously announced, the surplus for 1927 has been 558,876,760f., as against 617,740,029f. in 1926. The directors' report and the resolutions having been unanimously approved the meeting ratified the nominations on the board of M.M. Emile Mirel and Charles Sergent, to succeed the late Messrs. Quellenec and Jonnart, and re-elected the retiring directors, M.M. Camille Barrere, Louis Barthou, T. Harrison Hughes and A. Oppermann—"Financial News."

GULF OF BOTHNIA.

NEW FINNISH SURVEY PROPOSED.

In the course of the summer, the Finnish Government is sending out three marine survey expeditions, one of which is to work in the northern part of the Gulf of Bothnia. Its principal object will be to fix a straighter, clearer and deeper course north of Karlo to Uleaborg, as it is more than 75 years since these waters were surveyed. This matter is of all the more importance as in the northern section of the gulf, there have been considerable changes in the levels of the bed of the sea, and it is certain that shoals exist in many quite unsuspected places.

The eastern part of the Gulf of Finland will also come in for attention with a view to correcting the measurements on the Russian charts, and determining the precise deviations by triangulation. As an instance of the unreliability of the Russian markings, it is stated that the Someri Channel is placed by the Russian 800 metres too far east, and Nervi and other islands outside the Skerries at least 100 metres too far east.

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Pres. Jefferson	Sept. 18th

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Pres. Monroe	Aug. 26th	8 a.m.
Pres. Wilson	Sept. 9th	8 a.m.
Pres. V. Buren	Sept. 23rd	8 a.m.
Pres. Hayes	Oct. 7th	8 a.m.
Pres. Polk	Oct. 21st	8 a.m.

To Manila

Pres. Madison	Aug. 4th	6 p.m.
Pres. Pierce	Aug. 18th	6 p.m.
Pres. Jackson	Aug. 18th	6 p.m.
Pres. Taft	Aug. 28th	6 p.m.
Pres. McKinley	Sept. 11th	6 p.m.
Pres. Jefferson	Sept. 11th	6 p.m.

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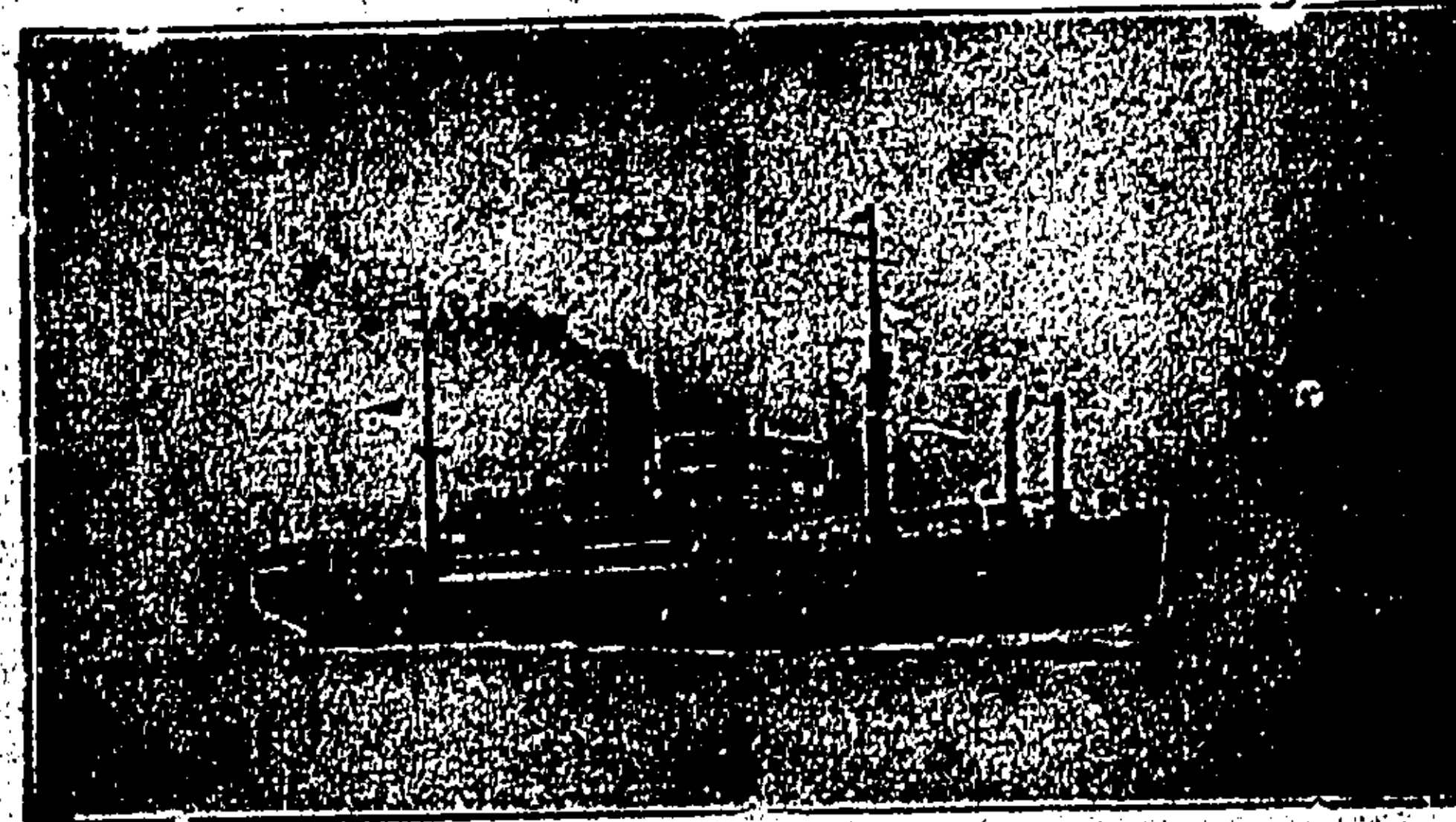
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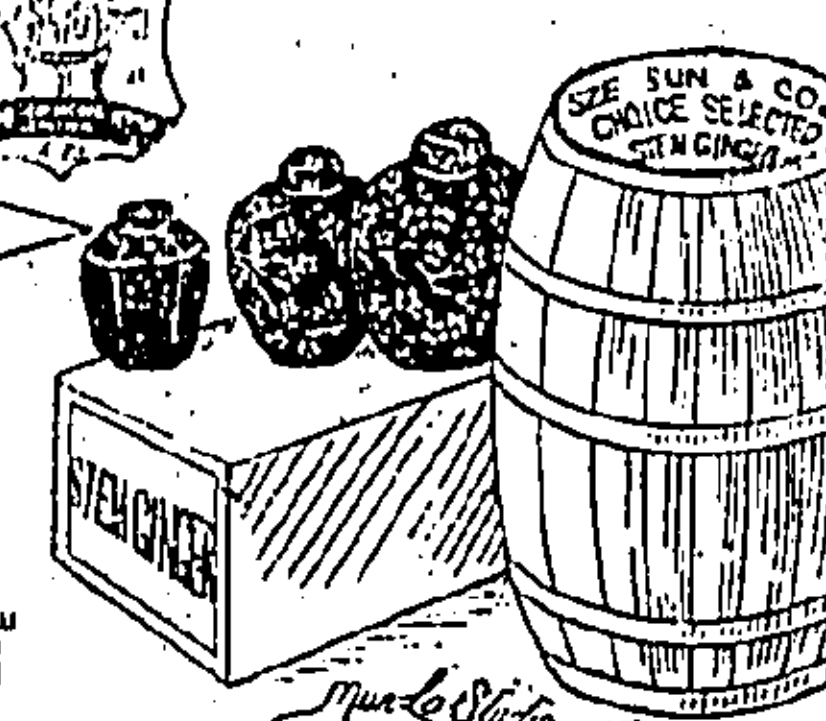
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Overland China Mail.

(The weekly edition of the "China
Mail.") Annual subscription, H.K.
\$13 including postage \$15, payable
in advance.)

Published by
The Newspaper Enterprise, Ltd.
Printers & Publishers,
No. 3A, WYNDHAM STREET,
HONG KONG.

TELEPHONES:—
Office Central 222.
Editorial Central 4641.
Cable Address:—Mail, Hongkong.

All communications should be
addressed to The Newspaper En-
terprise, Ltd., to whom all remit-
tances should be made payable.

London Office:—The Far East-
ern Advertising Agency (London),
Ltd., 36-38, Southampton Street,
Strand, W.C.2.

Hong Kong, Wednesday, Aug. 1, 1928.

CONCILIATION AND CHINA.

Sir Austen Chamberlain's speech in the House of Commons, while not providing any surprising revelations, is informative to British sojourners in China to the extent of emphasising consistency as the keynote of our China policy. We do not say that we anticipated no surprise whatsoever because we felt that an indefinable "something" was possible now that the Nationalist Government has actually commenced its programme of Treaty revision. However, conciliation and readiness to meet Chinese aspirations as far as possible will not give offence. Furthermore, it seems that the Imperial Government does not intend to sacrifice safety for haste to be first in the field with concessions. At this juncture, special attention should be paid to the statement by Sir Austen that he had no particular anxiety to "take the lead and try to get ahead of anybody else." Recognition has been given to the fact that times have changed materially—that the necessity of any one Power to reveal her intentions and therefore be first in the field has passed.

There were periods, we recall, when "maintaining pride of place" in the interests of prestige took precedence over other considerations. It is true that Britain did once hold that position. But it is not true to say that she has lost it in any race or competition. It is not true even to say that she has relinquished it to meet present circumstances. During the last few years, the degree of co-operation between the Great Powers in their China policy has steadily decreased. In the widest issues, it hardly exists

now, each country acting as she thinks best. Even in minor, "local" matters there is not the unity which has for decades been taken for granted. When the precautionary cordon was placed around Tientsin two months ago, the Japanese chose to act independently. On the other hand, when contending factions endangered Tientsin two or three years ago, the Legations in Peking took joint action.

Has Britain lost in the diplomatic sense by this policy of conciliation? On the face of things, it might be said that she has. When results are analysed, though, it looks as if Britain has neither gained nor lost. Viewed from the point of making concessions, the United States may claim priority in concluding a new Commercial Treaty—if there is any advantage in so doing; but Britain, if only unofficially, offered the least resistance to China's imposition of the Washington surtaxes—if this can also be construed as a gesture to seek favour. America has settled the Nanking incident with the Nationalists. Britain has not. Neither has Japan, for that matter. Going to the other extreme, if we say that Japan has resorted to direct action more than any other Power—in contrast to America's successful negotiations—Britain is not any the worse off than Japan. If Britain has done less than either America in "giving" or Japan in "holding," she has been consistent. And references from time to time by the Home Government show that our representatives on the spot have, also, not been content merely to be consistent, but also to have been preparing for the right time for the settlement of questions outstanding in China.

The Davis Cup Winners.

The French have once again proved their supremacy as tennis players, or, perhaps, more accurately have proved that in Lacoste, Cochet and Borotra they have a trio that is in the meantime practically invincible. Nor should it be forgotten that in Mlle. Suzanne Lenglen they produced the greatest woman player ever known. There must surely be something in the French temperament that causes them to excel in tennis. It is not physique, for neither Lacoste nor Cochet is physically more than rather a poor average and is easily out-matched in that respect by practically all the other competitors who were good enough to represent their respective countries. It must therefore be other qualities that are responsible for the excellence they continue consistently to show. Nor is it in their actual playing experience, for in that respect they are easily eclipsed by practically all the other players. Tilden, for

U.S.A. and, say, Croll-Rees for England, were probably playing in first-class tennis before either Lacoste or Cochet knew how to handle a racquet. So, therefore, we must come to the conclusion that the Frenchmen's invincibility most likely rests in superiority of judgment and quickness of eye, plus a nimbleness that is more likely to be present in men of slight build than in those of brawn. Our Gallic friends have, undoubtedly, in defeating the Americans two years in succession, proved that they are truly wonderful players and therefore all honour to them. There was a time when English players were even more supreme in tennis than our French friends—but that time seems long since past. Still what with Austin and other youthful players coming on and by no means forgetting "Our Betty" and Miss Bennett there is still hope for the old country and, who knows, our supremacy may yet return.

The Rev. and Mrs. G. E. S. Updell left for Manila yesterday by the C. P. s.s. "Empress of Canada."

For causing unnecessary pain to a pig a Chinese was, this morning, at the Kowloon Magistracy, fined \$3.

Owing the K.C.C. Concert being held on Saturday next, the usual K. B. Green Club whist drive will take place on Friday, August 3.

A Chinese youth, charged with riding a bicycle in a dangerous manner in Nathan-road was fined \$5 at Kowloon Magistracy to-day.

A motor-car accident occurred in the early hours of this morning, with the result that two men and a woman were taken to the Government Civil Hospital.

At about 10 o'clock last night, a man living at No. 10 Fook Shou-lane, 3rd floor, Saiyungpun, accidentally fell from the verandah to the street. Death was instantaneous.

Three men, suspected of being connected with the robbery of the "Po Ling Tung" taxi cab, Shatin, last year, were recently arrested by the police, says a vernacular report.

Mrs. Marcelina Antonia de Pinna died at her residence in Kowloon early yesterday morning at an advanced age. The funeral took place at the R. C. Cemetery at 5.30 p.m. and was attended by members of the family and friends.

A Chinese who was charged, before Mr. R. E. Lindsell this morning, with having in his possession a watch and a chain, suspected of being stolen, frankly admitted that he had stolen it from the bathing shed at Kennedy Town. He was sentenced to two months' hard labour.

For causing an unnecessary obstruction in the market, with feathering chickens next his stall, a Chinese was fined \$5 on the first offence and \$10 on the second. A Sanitary Inspector told his Worship that a kitchen had been constructed in the market expressly for feathering birds.

Yu Kwok, a partner of the Kwong Yuen Hing firm, No. 151 Tung Tsui-street, reported to the police that another partner named Leung Min, 35 years of age, a native of Sunkat, absconded on July 24, taking with him \$3,800 which he collected from various shops on behalf of the firm.

Kwong Ki, a licensed driver, stated that at 2 o'clock he was driving motor car No. 226 when his car came in a head-on collision with No. 520 public car near Tin Wan. Kwong Ki was not injured, but his foki, who was sitting beside him at the time, received a severe cut on the head by the broken wind screen. The driver of the other car was injured on the left hand and a woman passenger was also hurt.

On Saturday, Mr. T. B. Wilson, General Agent of the Dollar Line and the Admiral Oriental Line, leaves Hong Kong by the "President Madison" for Manila, and Mr. C. P. James will take charge of local interests. From Manila, Mr. Wilson will sail by the "President Pierce" for America on holiday. On about August 14 or 15, the local offices of the Dollar and Admiral Lines will be removed from Hong Kong Bank building to Pedder building, ground floor, facing the Hong Kong Hotel entrance.

Mr. Chung Tat-ching presided at the twelfth annual dinner of the Chinese Gold and Silver Exchange, held last night at the "Yee Wo" restaurant, West Point. New officials for the coming year were elected as follows:—Chairman, Mr. Lam Kwai-sang of the Cheong Koo native bank; Vice-Chairman, Mr. To Koon-ying of the Chuen Hing bank; Treasurer, Mr. Li Chit-yue of the Tak Wing bank. The retiring Chairman, in the course of his address, paid a tribute to Mr. Ho Yu (the honorary adviser) and Mr. M. K. Lo (the legal adviser).

CORRESPONDENCE.

CLAIM FOR EGGS.

(To the Editor of the "China Mail.")

Sir,—My attention has been drawn to a report, published yesterday, of a claim against the Cafe Pavillon for payment of eggs. This has no doubt misled many of your readers into the idea that the claim was against this concern, and I have therefore to request you to be so good as to explain that the claim was against the former proprietors of the Cafe, Messrs. Forprodut Ltd., now in liquidation.

As sole proprietor and manager of the present firm, having purchased the business for cash from the liquidators on the 30th June last free of all liability, and having always made all my purchases for cash, I am sure you will see the injustice of allowing yesterday's report to go uncorrected.

Yours etc.,

J. VIDERO.

Sole Proprietor.

Kowloon, July 31.

WEST POINT STONE STEPS.

(To the Editor of the "China Mail.")

Dear Sir,—As a seafaring man, I want to call your attention to the vile condition of the stone-steps at the Bund landing places at West Point. Supposing I have to bring my wife ashore from my boat in mid-stream, we have to get across at least four sampans before reaching the steps, which appear to be used as a latrine. Something should be done about this.

Yours, Sir,

SEAFARER.

Hong Kong, Aug. 1, 1928.

MR. A. K. HENDERSON

LEAVING COLONY SHORTLY ON RETIREMENT.

POPULAR RESIDENT.

Mr. A. K. Henderson, Chief Engineer of the Hong Kong Tramways Company, will leave for home on retirement towards the end of this month.

He first came out East in 1896 and has been in the service of the Tramway Company since November, 1910. The Institution of Engineers and Shipbuilders of Hong Kong of which Mr. A. K. Henderson has been a member since 32 years ago, is making a presentation to him on August 10.

The St. Andrew's Society will also offer a present to him in the occasion of a tiffin given in his honour on August 16, at the Hong Kong Hotel, and it is believed that the East Point Recreation Club is making a formal gift. Mr. Henderson has been a useful member of the Committee of the Hong Kong Golf Club. He has many friends who will wish him good luck when he leaves the Colony.

Mr. Henderson, it is understood, is going home via Australia and the Cape, in both of which places he has many friends.

SIX PLANES.

PARIS PREPARATIONS FOR ATLANTIC.

Paris, June 20.

Final preparations for no fewer than six Atlantic flights—five French and one Polish—are being hastily completed at Le Bourget airport for Paris-New York flights, and each pilot hopes to be the first to start.

Maurice Drouhin, the well-known French flying "ace," whom Mr. Charles Levine, the American millionaire Atlantic flier, provisionally engaged last year for the flight, is to pilot a "mystery" plane, the "Rainbow," as to which much secrecy has been observed.

The machine, a giant three-engined all-metal monoplane of a new design, is stated to be capable of flying for several hours on the surface of the sea in case of an accident, and has accommodation for a crew of four.

Captain Coudouret will make an attempt in the "France," a single-engined monoplane, and Commander Parris (with a hydroplane), Lieutenant Detroyat and M. Bossouret, chief pilot of the Farman Company (who will pilot a Farman), are all making final tests of their machines.

Commander Gullbad, whose plane, driven by two engines each of 500 horsepower, was almost ready for a start, has been delayed by its loan by the French Government to Capt. Amundsen for a flight to the rescue of the Italian polar airship "Italia." Two Polish airmen have still another plane in readiness at Le Bourget.

Husband (in car): "Great heavens! The engine is terribly overheated."

Wife (calmly): "Then, why don't you turn off the radiator?"

P'RAPS-P'RAPS NOT!

Muriel met Mabel one afternoon. "By the way," Mabel remarked, "both Clarence and Claude proposed to me last night and—"

"You refused them both!" said Muriel, interrupting.

"Yes—but how did you know?" "Easy! My dear, I saw them in the bar afterwards, shaking hands!"

"I understand," remarked Callahan to his friend Casey, "that the judge fined you ten dollars for assaulting Coughlin the other day."

"He did that," answered Mr. Casey, "and it was a proud moment. I'll tell you, when I heard the sentence."

"How's that?"

"I'm thinkin'," continued Mr. Casey, "that it showed which one of us had the best of the fight."

He: "The Blynks must be awfully rich, judging by the clothes they wear."

She: "Not necessarily. Some of the most gorgeous flowers haven't got a scent, you know."

Editor: "My dear sir, we cannot publish stuff like this—it's not poetry at all, it's an escape of gas!"

Poet: "Ah, I see! Something wrong with the metre!"

"Mother writes that she will be here to-morrow for a short stay, dear," said Mrs. Lingerby.

"Very well," said her husband, and as he left for his train he patted his little boy on the head and said, kindly:

"Johnny, didn't you ask me the other day to buy you a tin whistle, a trumpet, and a drum?"

"Yes, pa," said Johnny.

"Well, my boy, I shall bring them to-night."

Jones occupied an office in common with Smith. One afternoon Jones was writing a letter when he paused and became very thoughtful.

"Say, Jim," he finally remarked, glancing across at the other, "how do you spell 'graphic'?" With one "f" or two?"

"Well," responded Jim, who did not want to hurt Jones' feelings, "if you are going to use any, Sam I think you might go the limit."

"Sit down, Mr. Stylo," said the eminent publisher to the tattered genius who had entered his elaborate sanctum. "I have read your manuscript and I think I shall publish it. It seems to me a good book, and I think it will fill a long felt want."

"I'm glad to hear you say that," said the author. "And, by the way, could you advance me a couple of pounds on account of my royalties?"

"Oh, I think so! But why a couple of pounds?"

"I want to begin filling that long felt want of which you spoke."

He was the last word in rusticity, the gnarled old man so busy in the potato field. At least so thought the young journalist in search of "copy."

"Good morning, gaffer," said the man of ink, leaning over the gate, "a lovely day!"

"Aye," answered the aged one, resting on his hoe, "but there's thunder comin' along."

Delighted, the scribe drew out his notebook.

"How do you know that?" he asked, "red sky at morning—shepherd's warning, eh?"

"Dunno nothin' about that," was the reply, "but it were on the wireless last night and in all the papers this mornin'."

A hard drinker was told by the doctor that he could be cured if every time he felt that he must have a drink he would immediately take something to eat instead.

The man followed the advice and was cured, but the habit of asking for food had become so fixed with him that once he was nearly locked up as a lunatic.

He was staying at an hotel, and hearing a great commotion in the room next to his own, he peeped in to see what was the matter.

He saw, and rushed madly down to the office, shouting to the clerk: "The man in Room 63 has shot himself! Ham-and-egg sandwich, please!"

"A depressed-looking fellow strolled into the grill room around lunch hour. The waiter bustled up.

"What will you have, sir? Some cold shoulder?"

"No, thanks; I had that this morning."

"Well, then, tongue, sir?"

"No, thanks, I'll get that to-night."

A dashing young fellow named Tim

Drove his car with a great deal of vim;

Said he, "I'm renowned for covering the ground!"

But, alas! now the ground covers him!

GRAND TATTOO.

TO BE HELD ON SEPT.
11, 12, and 13.

INTERESTING FEATURES.

The Grand Tattoo will be held at Happy Valley on Tuesday, Wednesday and Thursday, September 11, 12, and 13 and not on the dates previously announced. Some delay has been occasioned in the organization of the Grand Tattoo owing to various difficulties connected with the insurance which must be effected for displays of this kind.

In view of this the Working Committee at a meeting held last night decided to postpone the Tattoo originally arranged for September 4, 6 and 8. As stated above it will now take place in the following week on three consecutive nights beginning September 11.

NOVEL EVENT.

Arrangements for the novel event are now going forward rapidly. At the moment no definite decision has been reached regarding the prices of the various seats and stands but it is expected that the Committee responsible for these matters will make a definite announcement in the near future. Tickets will be sold in advance and it will be possible for those wishing to attend the Grand Tattoo to see seating plans and make their reservations. Seating plans will be opened at various places on both sides of the harbour.

The Working Committee of the Grand Tattoo consists of the following: H.E. Major General C. C. Luard C.B., C.M.G. (Chairman), Mr. R. Sutherland, O.B.E., and Lieut.-Col. L. J. Comyn, C.M.G., D.S.O. (Vice-Chairman), Mr. G. E. Towns (Hon. Treasurer), Mr. J. H. Hunt, O.B.E. (Hon. General Secretary), Sir Henry Pollock, K.C., the Hon. Mr. E. D. C. Wolfe, C.M.G., Mr. W. L. Pattenden, Mr. P. S. Cassidy, Mr. B. O. Blaker, Mr. E. W. Carpenter, Mr. H. R. Forsyth, Mr. B. Wylie, Mr. G. Duncan, O.B.E., Lieut.-Col. L. G. Bell, D.S.O., Lieut.-Col. F. Hayley Bell, D.S.O., Mr. J. P. Braga, the Hon. Mr. C. Gordon Mackie, Mr. Li Jowson, Mr. Wong Kwong-tin, Mr. B. Wong Taps, Mr. Li Sing-kui, Mr. Lau Yuk-wan, Mr. E. R. Robinson, Mr. G. G. Wood, and Mr. C. P. Anderson. In addition there are other military members of the Committee. The Organiser is Colonel R. B. Skinner, O.B.E.

Further Details.

Preliminary details of the programme have already been announced but further details are now available regarding the procession of decorated motor cars which is being organised by the Hong Kong Automobile Association and which will be given on one of the three nights of the Grand Tattoo.

Three prizes will be given for the best decorated vehicles, one in each of three classes. The first class will be open to motor cars or lorries representing the "trade." The second class will be for the most original design and best decorated private motor car, while the third class will be confined to motor cycles, either solo or combination. There will be an entrance or registration fee for this of one dollar and if sufficient inducement is offered the Automobile Association will distribute prizes to the value of \$500. Those intending to participate on this event are asked to communicate with Mr. C. M. Manners, c/o the Hong Kong and Kowloon Wharf and Godown Co., Ltd.

OTHER COMMUNITIES.

Details of the displays to be given by the Portuguese and Chinese communities have not been definitely arranged at the moment. The Portuguese community has signified its willingness to co-operate in the Grand Tattoo and a joint meeting of the Club Lusitano and the Club de Recreio is being held to decide on the nature of their event. Lieut.-Col. Hayley Bell, D.S.O. has been appointed by the working committee to co-operate with the organisers of the civilian displays in the general arrangement of the various events.

ENGLISH HEROINE.

FRENCH GOLD MEDAL AWARD AT FUNERAL.

Boulogne-sur-Mer.—The funeral took place here to-day of Miss Mary Ledger, the English girl who lost her life while trying to rescue from the sea a Frenchman who was attempting to save his dog.

The funeral service at St. John's Church was attended by M. Moreau, the sub-prefect, members of the Boulogne municipality, the British Vice-Consul, Mr. Bradbrook, and French officials. The coffin was hidden under a mass of wreaths, and a large crowd followed the procession to the cemetery.

The burial took place in a plot of ground presented by the Boulogne municipality to the girl's family in perpetuity.

Boulogne.—The sub-prefect, in the name of the French Government, handed to a relative of Miss Ledger the gold life-saving medal as a posthumous award.

"MIDNIGHT ROSE."

INTERESTING FILM OF LOVE
AND ADVENTURE.

AT THE QUEEN'S.

Performing for final showings to-day "Midnight Rose" is well worth seeing, in that it is a story with a lesson in it, portraying love and faithfulness triumphant over cruelty and adversity.

Kenneth Harlan and Lya de Putti, play the leading roles. "Tim Regan (Kenneth Harlan) an under-world character of notorious deeds, reforms with his sweetheart "Midnight Rose" (Lya de Putti) and how he eventually succeeds in his life, is unfolded in a gripping fashion.

"Midnight Rose" will be shown as usual at the 2.15, 5.10, and 7.15 performances, but not at 9.15 when Long Tack Sam, the world famous magician conjurer and acrobat, together with his large company of Chinese workers will commence their short season at Hong Kong. Prices of admission for the magician's performances will be \$3, \$2, and \$1. Seats may be reserved for the entire season of four nights.

INSTONE BANK.

REPRESENTATIONS MADE TO
CANTON.

QUESTION OF REGISTRATION.

The following letter has been addressed by the Instone Banking Corporation (the head office of which is in Hong Kong) to "The Minister of Foreign Affairs, Canton":—

July 30, 1928.

Dear Sir,—At the instance of your Mr. Liang, we write you with reference to the action of your Government last week in closing our Branch Office at Shekai and Canton (and of sealing up the funds contained therein) for the stated reason of our having failed to register and take out a licence therefore.

We beg to inform you that the Instone Banking Corporation is not a Chinese Company and cannot register as such also that the full particulars necessary for registration were on the files of the British Consulate prior to your closing our business. That the Consul General should not have been disposed to act on these particulars to the extent of declaring our foreign nationality to you does not alter our contention, since his lack of action may be erroneous and a majority of our shares are in fact possessed by American and British nationals and the Instone Banking Corporation, Ltd., is incorporated in Hong Kong.

We fully acknowledge, however, that pending a declaration by the Consul of registry by them, you are entitled to demand that registration as a Chinese firm shall be a condition of our continuance in business.

But while omitting such a decision to be within your rights, we are under no circumstances prepared to admit that the Instone Banking Corporation, Ltd., is a Chinese firm, and we have not and will not authorize any person or persons to deviate from this position. Unless we are permitted to do business in China in our true capacity of a foreign firm, we prefer to discontinue our Canton and Shekai branches until our status can be firmly established.

Under these circumstances and in consideration of the interests of our depositors, we would request that a responsible person or persons be appointed as trustee to pay off all our creditors at Canton and Shekai. I have every reason to believe that there is sufficient cash in the vaults to enable this to be done without recourse to our depositors' investments or property, so that the latter could be collected or disposed of as required in an economic and unhurried manner for our benefit. It will be found that whilst the supply of actual cash in Shekai is slightly below the total of our liabilities in that city, yet in Canton there is surplus cash sufficient to satisfy same.

Our Mr. Instone Brewer's interview at your Department of even date leads us to believe that this request will be acceptable, so that we beg to thank you in advance for such service to us.

Commending this letter to your earnest attention, etc.

Chinese Or Not?

The letter is self-explanatory. The "China Mail" understands that action was taken by the Canton authorities on Saturday last in closing the bank, on the allegation that it is a Chinese concern—not having registered with a foreign Consulate—and that the local Chinese laws had not been complied with in that there had been no registration with the Canton Government and no fees paid for same.

Officials of the bank have drawn attention to the fact that the combined funds in the Canton and Shekai offices are more than sufficient to repay the combined depositors of Canton and Shekai and that they will be paid as soon as possible.

A telegram from the Governor of Cape Verde, reports that Lt. Adelino de Oliveira, commanding the gunboat Zaire, was attacked and repeatedly stabbed at a fair which he was attending on land, dying shortly afterwards. He was 31 years old, and served during the Great War.

The death took place recently at the Singapore residence of her brother, Dr. Patrick Clarke, of Mrs. Jessie Taylor, wife of Mr. A. D. Taylor, of Sibau, Sarawak, and youngest daughter of the Mr. Francis and Mrs. Augusta Clarke of Singapore.

40,000 GERMS.

ALL IN A KISS: LEAGUE
AGAINST KISSING.

"A POOR SUBSTITUTE."

No custom has been more attacked lately than the custom of kissing and a league against kissing recently formed in Vienna has published notices in seventeen languages informing young people that every time they give expression to their affections they absorb 40,000 germs.

A branch of this league is to be established in London. Will romance stand the test. Will lovers henceforward approach each other cautiously, regarding each other in cold, calculating, medical terms, or germs notwithstanding, will they continue to embrace in the glorious, time-honoured fashion?

Rubbing Noses. It is doubtful if anything could ever diminish the popularity of this delightful custom, which historians report has been in vogue since the time of the Ancient Britons.

The name of the first man, or, more probably, woman, who actually discovered the delights of a kiss is not known. The custom seems to have arisen with the growth of civilisation.

The animals do not kiss, and the nearest approach to kissing the savages have is rubbing noses—which seems a rather poor substitute. A summer afternoon spent in a punt contentedly rubbing the nose of a pretty girl is hardly likely to appeal to the Englishman.

England's First Kiss.

The first kiss ever given in England came from the lips of a woman. Princess Rowena was the enterprising lady, and the lucky recipient King Vortigern of the Ancient Britons. He seemed to like the idea, and henceforward kissing became the custom of the land.

In the Middle Ages, and right up to the time of the Restoration, the practice flourished exceedingly. A man kissed a member of the fair sex as a matter of common courtesy, and a lady would have been greatly insulted had he not.

Shakespeare records Henry VII. as saying to Anne Boleyn at their first meeting, "I were unmannerly to take you out and not to kiss you."

A guest entering the house of a friend would immediately kiss his host's wife and his four, five or six—as the case might be—daughters; the only disadvantage, from his point of view, appearing to be that, plain or pretty, young or old, they all had to receive the same treatment.

The Great Plague. The wife or daughter of a country inn-keeper kissed as a matter of course every new arrival—and as for the pretty chambermaid, it would take a chartered accountant to record the number of kisses she received from jovial guests!

Then came the Great Plague, the rapid spread of which was undoubtedly partly due to this indiscriminate kissing; and English people have never sufficiently recovered from the shadow of that horror to give their lips to each other as casually as before.

Nowadays we are in the convenient position of being able to please ourselves—if not in public, at any rate in private. It would seem that the league against kissing has a hard task in front of it.

"BOOTLEG KING."

NOW RELEASED FROM
ASYLUM.

MURDER CONFESSION.

New York.—When George Remus, who won fame as the United States bootleg king, killed his wife some months ago he did not deny the charge on his arrest, but in court he pleaded "temporary maniacal insanity."

His story was that his wife had ruined him while he was in prison. A Cincinnati jury accepted his story and gave him a verdict of acquittal, but a sanity hearing followed, and Remus was confined in the State Hospital for the Criminally Insane.

He took his case to the State Court of Appeals, which declared that the self-confessed murderer was sane. The State then appealed to the Ohio Supreme Court, which gave a decision in Remus's favour.

Half-an-hour later he was leaving hospital, once more a free man.

Asked whether he would appeal to the United States Supreme Court, the Attorney-General of Ohio, Mr. Edward Turner said: "No, we won't appeal. We are through."

Surgeon-Commander D. H. C. Given, M.D., D.P.H., has been appointed "to H.M.S. "Tamar" for H.M. Naval Base, Singapore, as officer in charge of medical organisation and as Naval Health Officer.

Shadows Before

COMING EVENTS ANNOUNCED
IN THE "MAIL."

To-day—Queen's Theatre; "The Midnight Rose," at 5.10 & 7.15 p.m.
To-day—World Theatre; "Sparrows."

To-day—Star Theatre; "Three Faces East."

To-day—At Queen's Theatre, Long Tack Sam and his company of wonder workers, 9.20 p.m.
Aug. 2—Star Theatre; "After Midnight."

Aug. 2—Queen's Theatre; "The Red Mill" (At 9.15 Long Tack Sam).

Aug. 2—World Theatre; "Heaven on Earth."

Aug. 5—World Theatre; "California."

Aug. 5—Star Theatre; "The Grip of the Yukon."

Aug. 5—Queen's Theatre; "It's a Day's Pleasure."

Aug. 7—World Theatre; "The Boy Friend."

Aug. 7—Star Theatre; "Forbidden Paradise."

Aug. 8—Queen's Theatre; "Sadie Thompson."

Aug. 9—World Theatre; "Don Q."

Aug. 9—Star Theatre; "Fingerprints."

Aug. 17—Second Band Concert at H.K.V.D.C. Headquarters.

Lammers' Auction.

August 2—Sales Room, miscellaneous goods, 11 a.m.

Sports.

To-day—Tennis match: H.K. V.D.C. v. Recreio, King's Park, Kowloon, 5.15 p.m.

To-day—Swimming sport, and gala at Kowloon Recreation Club beach, by K. O. S. Borderers, to celebrate Minden Day.

Aug. 24—H.K.V.D.C.'s swimming gala at V.R.C. Bath, 9 p.m.

Meeting.

August 2—H.K. Football annual meeting at Volunteer Headquarters, 5.30 p.m.

Miscellaneous.

To-day—Borderers Highland Dancing, Murray Parade Ground, Garden-road.

August 3—Garrison Children's Schools' annual prize-giving, in H.K.V.D.C. drill hall, 11 a.m.

August 3—Kowloon Bowling Green Club whist drive.

August 4—Kowloon Cricket Club Concert.

August 4—First night fete of Victoria Recreation Club, 9 p.m.

A PRIZE OPTIMIST.

CHINESE ATTEMPTS TO
CHEAT A CHETTY.

Sim Khoo, a Chinese, who pleaded "guilty" to forging certain endorsements on the back of a promissory note with intent to cheat a Chetty, was sentenced to fourteen days' rigorous imprisonment, by Mr. Justice Stevens, at the Penang Assizes.

In passing judgment His Lordship said he thought the defendant knew that he was committing a dishonest act. It was also a singularly stupid act, so stupid that counsel had asked him not to inflict punishment.

He did not think he could take that course although he proposed to deal with him very leniently. People as stupid as the accused, if not punished, might think they could commit such offences with impunity.

It is reported that petroleum wells have been discovered at Houdeng Almeries, in the province of Hainaut, Belgium.

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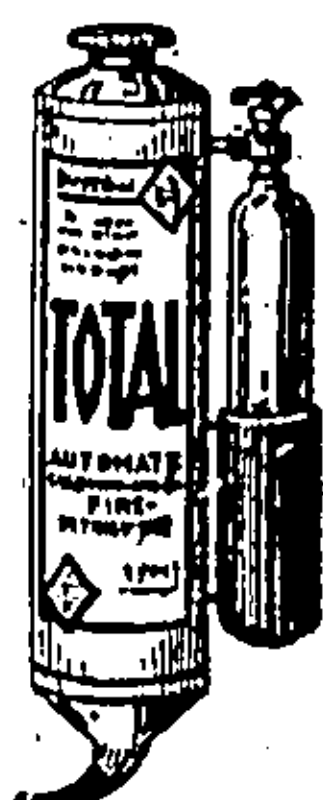
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PHOTOGRAPHY.

FROM DAGUERRETYPE TO SNAPSHOTS.

ITS ROMANCE.

What, one wonders, would Louis Daguerre, father of daguerreotype, think of the modern amateur photographer who obtains his roll of films from an automatic machine at a shilling a time? Doubtless even this brilliant French pioneer could hardly foresee the ever-widening reach of his researches, for the gap between the laborious days of the wet plate and the modern efficiency of photographic films and dry plates is a wide one.

GEORGE EASTMAN.

England, France, Germany, and America share fairly evenly the parentage of the modern hand camera. England took the lead one hundred and thirty years ago when Thomas Wedgwood first applied to photographic purposes the camera lucida, or sketching camera, recently invented by Dr. W. H. Wollaston, and much used at that time by artists and architects for projecting an image on a screen to enable them to obtain true perspective in their sketches.

Dr. Wollaston carried things a step farther when he found that a lens could be employed to sharpen the image. Meanwhile, Daguerre had been busy with the study of light-sensitive surfaces, and his experiments greatly stimulated French research. About 1830 the Chevalier brothers manufactured in Paris the first photographic lenses. The mid-thirties was, in fact, a period of intensive experiment with successive triumphs in various countries representing a state of international rivalry that has a modern equivalent in the present race for the perfection of television.

In 1835 W. H. Fox Talbot constructed a simple box camera for taking views of his house, and claimed them as the first photographs of a building. Niepce entered the fray with the invention of a camera with a "bellows" body, first used in France in 1839 for daguerreotype, and about the same date saw J. Atkinson place England on terms with the first portable camera of the "bellows" pattern. The possibilities of the portable camera were seen for the first time, and with them came the knowledge of the vast potential public awaiting a conveniently compact model.

REACHING EVERYMAN.

Between 1850 and 1880 small portable cameras on modern lines were made by B. G. Edwards, T. Scaife, A. Bertsch, and T. Ottewill, but it was not until 1881, when rapid gelatine dry plates were achieved, that amateur photography drew within reach of Mr. and Mrs. Everyman.

Cameras in sundry styles and many disguises followed in swift succession. Then, in 1888, R. Krugger produced a camera disguised as a book, and for a time it was the fashion to own a camera with the outward dress of anything from a watch or handbag to an umbrella handle or—in one case—a straw hat!

At this stage, with cameras becoming rapidly cheaper and likely to attract popular taste, America entered the field with a competitor who must be counted the real sponsor of modern "snapping." That man was, and is, George Eastman, the head of the gigantic Kodak corporation, who remains a big figure despite America's attempts to make him one. He is seventy-three, has a fortune of approximately 150 million dollars, is a great philanthropist, and no talker. Americans call him "Eastman the Silent."

The personal story of George Eastman is one of the most remarkable of all the Success Sagas of America's business men. At fourteen, Eastman left his school in Rochester, U.S.A., and became an insurance clerk, contriving to save on a wage of three dollars a week. He next obtained a post as a bank clerk, and from a wage of \$3 a week saved \$500 in seven years!

A HOLIDAY AT HOME.

The merest chance turned him to photography. His holiday was due and he bought a camera, of which he knew nothing, to take with him. He began at a time when the amateur photographer proclaimed himself with unwieldy tripods, a dark tent for outdoor developing, and sundry bottles of chemicals. Eastman did not go away, but instead remained to master his new hobby, and when he returned to his desk at the bank he devoted his evenings to its pursuit in his home-made laboratory, with his home-made lamp.

The arrival of dry plates only intensified his belief in the future of his hobby, but he still felt that there were too many ceteras in the taking of pictures, which would have to be simplified before the public would accept photography as a pastime. And, slowly, out of these dissatisfactions emerged the idea of the roll film, an object that he achieved after nine years of experiment.

He suffered two business failures in attempting to market his invention. The third brought success, as well it might, for not only did the roll film revolutionise amateur pho-

OBSTINATE DRIVER.

SINGAPORE DOCTOR AND POLICE MAGISTRATE.

"DRASTIC TREATMENT."

In a case in which a motor-car syce was charged with causing obstruction, a policeman told the Third Police Magistrate (Mr. C. H. Dakers) that defendant pulled up in front of Union Building and refused to park his car in the stand when asked to do so. The car was kept there for 25 minutes. It was 4.50 o'clock in the afternoon.

The defendant stated that he drove his employer, Dr. K. Black to the Singapore Club and put the car in front of Union Building. The policeman told him to drive the car away from the place, but he did not do so, because his employer had ordered him to wait at that spot and he had to obey his employer's orders.

He was fined \$20 and costs and his licence was endorsed.

In the afternoon, Dr. Black, addressing the magistrate, said that the driver was in his employ, and he thought the man had been drastically dealt with. The fine amounted to half his salary. He inquired why the magistrate had imposed such a fine. He understood if a man pleaded guilty he would not be fined so much. What fine would His Worship have imposed if a plea of guilty had been put forward?

His Worship said it would probably have been \$5.

Dr. Black: You have fined him 400 per cent. more. That is very drastic treatment in the circumstances for a poor man with a family.

His Worship: I think you should pay the fine.

Dr. Black was understood to say that he would. He again inquired what the magistrate's reasons were for imposing such a heavy fine. He thought the police were rather prejudiced against him.

His Worship: I know nothing about that.

Dr. Black: Would your Worship give me your reasons for your sentence?

His Worship: He was fined on the traffic policeman's evidence. Your syce absolutely refused to obey the policeman's order. That is what I am here for,—to deal with these cases. — "Straits Times."

IMPERIAL AIRWAYS.

AGREEMENT WITH GOVERNMENT PUBLISHED.

London, July 12.

The new agreement between the Air Ministry and Imperial Airways, Ltd., has been issued in the form of a White Paper.

It comes into force on April 1, 1929, and provides for a subsidy in respect of all services, of £335,000 during the first year, decreasing to £270,000 in the tenth and final year.

Provision has been made for the carriage of mails at a surcharge of approximately 3d. per ounce from England to Egypt and 6d. from England to India.

The two recently-completed "Calcutta" flying-boats will be handed over to Imperial Airways, Ltd. The company will pay for the machines.

Government will receive an allotment of deferred shares entitling them to half of the profits after a 10 per cent. dividend has been paid on ordinary shares.

The Secretary of State for Air also retains the right to nominate two Government Directors.

News has been received of the death at his home in Travancore, South India, of Mr. E. B. Fernandez, a former resident of Singapore for many years. Mr. Fernandez was on the staff of the Dunlop Rubber Co. and afterwards with Dupire Bros. In 1924 he left for India and founded the Franco-British Trading Co. at Madras.

photography, but it also gave birth to the film industry and extended commercial photography in a hundred ways.

KODAK TOWN.

The comparatively small town of Rochester has excellent reason to be thankful for the bank clerk's invention and the beneficence of the inventor, which shows itself in the Eastman Theatre that seats 3,400 people and combines a cinema with a superlative orchestra that plays only the world's masterpieces; the Eastman School of Music; the Rochester University, which is being enlarged through his generosity; Kodak Park with its 16,000 workers' homes; and several hospitals and clinics for whose erection and part-maintenance Eastman is again responsible. Neither is his philanthropy confined to local needs, as London has good reason to know. It was only recently that he gave the enormous sum of £200,000 to the Royal Free Hospital for the founding of a magnificent dental clinic.

A STEP-DAUGHTER.

LOVE AFFAIR WITH CHAUFFEUR.

WASTEFUL LITIGATION.

The £50,000 estate of Mr. Charles Joseph Brown, of Beech Hill, Newport, Shropshire, who died on June 4, 1927, aged 78, was the subject of an action, Miss Amy Hannah Ansell, Mr. Brown's housekeeper, of Beech Hill, claimed to be executrix of a will dated May 12, 1927, and she propounded that will. This was opposed by Mr. Clare Fordham Harris, solicitor, of Newport, and Mrs. Arabella Mary Burgess, of the Knoll, Newport, executors of a will dated January 6, 1927, which they propounded.

The defence alleged that the will of May, was not duly executed, and that Mr. Brown was not of sound testamentary capacity at the time. In particulars they alleged that in January last year Mr. Brown, in consequence of great worry and anxiety, had a mental breakdown, and that he had not recovered from this at the time of the making of the will in May, and that he was suffering from senile dementia and delusions.

Under the will of May 1927 Miss Ansell takes the whole of the estate with the exception of a legacy to a doctor and a few small legacies to servants.

MARRIED A WIDOW.

Mr. J. G. Hurst, K.C., for Miss Ansell, said Mr. Brown was of Yorkshire descent, and his family for many years carried on the business of a private bank, trading as Messrs. Brown and Co., at Leeds. This bank in 1900 was absorbed by Lloyds Bank.

When aged 42 he married a widow who had one child by her former marriage. There were no children of his marriage. His wife survived him, but she was insane and had since died. The only other relatives were four sisters, members of the Roman Catholic Church, and two brothers. The elder, William, died in December last, and the younger, George Henry, lived in New Zealand. The latter's four children had been added as defendants in these proceedings.

Apparently, said Mr. Hurst, Mr. Brown was very much attached to his wife and stepdaughter. In 1912 he acquired Castle Wigg, Wigtownshire, and he lived there some year. At Castle Wigg a matter arose which caused Mr. Brown considerable distress for a time. His stepdaughter became infatuated with his chauffeur. Miss Ansell was engaged as companion-housekeeper by Mr. Brown and she looked after the household and the wife.

Mr. Hurst, referred to several wills of the late Mr. Brown. In one of June 17, 1918, his stepdaughter received nothing.

RELIGIOUS BAN.

There was a clause that no one who was a member of the Roman Catholic Church could take a share in his will.

In a codicil he revoked that declaration. In another codicil he set aside a sufficient sum to provide an annual sum of £1,000 for his stepdaughter for life, and in yet another codicil he declared that his stepdaughter should forfeit all benefit if she married the man she had become infatuated with.

In January 1923 he executed a new will in which he gave his wife a life interest in his property. Meanwhile, continued Mr. Hurst, his stepdaughter had become addicted to drink.

In February 1927 Mr. Brown was suffering from the delusion that the police were in the house, that Bolsheviks were in the garden, and that people were trying to rob him. A doctor who saw him came to the conclusion that he was incapable of managing his affairs, but he was soon well again. A little later the stepdaughter developed pneumonia and died.

At the time in May when Mr. Brown made the will benefiting his old housekeeper he was quite recovered and in full mental capacity.

"WASTING MONEY."

Mr. Justice Hill inquired the value of the estate.

Mr. Hurst: About £50,000.

How much do you expect to be spent in this litigation?—I am sorry any of it is necessary.

Mr. Justice Hill: I only ask, because I am always anxious that people should put their heads together. Of all the foolish ways of wasting money, litigation in connection with wills is the worst.

Mr. Hurst had not concluded his speech when the court adjourned.

SCOTTISH LIBRARY.

London, July 4.

Sir Alexander Grant has made a second gift of £100,000 to the National Library of Scotland.

Already six miles of railway have been laid on the Dilolo territory which was recently ceded to Portugal by the Belgian Congo to facilitate the construction of the line from Lobito to the Katanga mining region.

PAMELA.

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FOOTBALL.

HEAVY LIST OF SUSPENSIONS.

THE PAYMENT OF EXPENSES.

The report and recommendations of the Commission appointed to inquire into alleged breaches of rules of the Football Association by officials and players of certain clubs in the County of Durham was unanimously adopted by the F.A. at their summer meeting at Blackpool.

The Commission report that they experienced great difficulty in obtaining the information from some clubs that they considered necessary. They examined the books that were obtainable, and also took the evidence of officials, directors, members of committee, and players, and they find that clubs have failed to observe the rules and regulations of the F.A. and are satisfied that there has been a practice among certain clubs of paying their amateur players a flat rate of payment, or an allowance, irrespective of the amount disbursed by the players, such payment being in excess of the player's expenses actually and necessarily incurred.

The clubs had omitted to obtain from the players, and produce to the commission, written receipts for payment. Being satisfied that players have received payment above their expenses, they report that they are professional, and recommend their suspension until December 31, 1928.

Bishop Auckland 46 players.
Ferryhill Athletic 46.
Willington 16.
Cockfield 37.
Spennymoor United 31.
West Stanley 24.
Anfield Plain 28.
Durham City 28.
South Shields 11.
Hartlepool United 7.
Stanley United 29.
Darlington 23.

Twenty-eight players were suspended during the season, 1928-29, they having admitted receiving payment, and were now professionals.

The chairman, treasurer, and secretary of the Bishop Auckland Club were suspended until June 30, 1929, and the club fined £50.

Certain officials of Ferryhill, Willington, Consett, Cockfield, Spennymoor, West Stanley, Anfield Plain, Durham City, and Darlington were similarly suspended, and each club fined £25. Stanley United officials were similarly suspended and fined £20.

In all cases remaining officials of the clubs were warned. The officials were warned of South Shields and Shildon, and the clubs fined £25 each. Chilton Colliery, Craghead United, Hartlepool United, Langley Park, and Esh Winning were fined £10.

F. Colling, formerly of Darlington F.C. and Darlington Railway F.C., who was granted a permit to play as a professional for Darlington F.C. was suspended for the next season. His permit was withdrawn, and it will not be granted again.

The Commission emphasises that only travelling and hotel expenses may be paid to amateurs. Extravagant expenses are not permitted, and players must give a receipt for all money they receive. Altogether 327 players have been suspended, the majority until December 31, 1928.

The Commission decided to hand over the proceeds of the fines to charities in Durham County.

STEWARDS' CUP.

NAVIGATOR WINS BY TWO LENGTHS.

The result of the Stewards' Cup, run over six furlongs at Goodwood, was:

Navigator (8-1) 1.
Endowment (10-1) 2.
Stranathro (20-1) 3.
Won by two lengths, with half a length between second and third (Sixer and Router).

THE TEST TEAM.

THE SELECTORS' TASK STILL UNFINISHED.

MANY WEAK SPOTS.

In view of the publication yesterday of the English test team to go to Australia, the following article by a special correspondent of the London "Observer," written in mail week, is interesting:—

Teams which, in the opinion of the appointed selectors, are the best and the second best in English cricket, have had their powers publicly tested, and the important question now to be faced is the selection of the side that should represent England in defence of the "Ashes" in Australia. There are substantial reasons for believing that members of the M.C.C. Cricket Committee, by whom, or by a specially appointed sub-committee, the whole of the party for the overseas trip will be chosen, are very far from being assured that they have learnt from the Test Trial and the Test proper all there is to learn about the material ready to their hand for team construction purposes. For this reason they will probably be as much interested in the Eleven that will be chosen for the second Test with the West Indies, which will begin at Manchester three weeks hence, as well as the cricket public generally.

The team that defeated the present tourists so decisively at Lord's last Tuesday has been described in some circles as so eminently fitted for the job that it could not be interfered with. This is the complacent reasoning of the pavilion scribe, who always thinks that everything he sees is for the best in this best of all possible worlds. It is to be hoped the Selection Committee are not afflicted with any such dangerous equanimity: so far from the England side that defeated the West Indies being satisfactory, it was deficient in fast bowling, flattered in its slowness, weak in its batting "tail," indifferent in its slip fielding, and lacking in speedy scouts on the side of the members' new stand. Larwood may or may not be fit for the next match, but in any case another fast bowler is required. Taking the long view, it is extremely unlikely that the spin bowling of Freeman and Jupp can be of much use on Australian pitches. Freeman has failed on them before, and of the two the Northamptonshire captain is the more likely to succeed. Both were flattered by the inexperience of the West Indies batsmen, most, if not all, of whom had not played against them before. Among all the three or four fieldsmen in the slips there is not one of the old England class as represented, say, by the late A. O. Jones, Len Braund and F. R. Foster. As an out-fielder Ernest Tyldesley is but a pale shade of his famous brother, who now has charge of the rising talent at Old Trafford; and what can be said of an arrangement by which Tate is required to rest from his bowling by scouting at deep square leg?

THE CAPTAINCY.

It will be gathered that in the writer's opinion, which is endorsed by many good judges with whom the subject has been discussed, the side that defeated the West Indies is not one that could carry any confidence in a Test fight with Australia; also that some changes for the second match at Manchester are desirable. One may go further than the present tests, and consider what really does appear to be the probable best eleven for the Tests in the Dominion which will begin about next Christmas week. The captaincy is the first, and certainly, a the individual sense, the most important choice. A. P. F. Chapman has many advocates, and his claims must be treated with respect. Yet it is the fact that he was fortunate in the opportunity of stepping into the England leadership when the Australians lost the Ashes at Kensington Oval on their last visit.

But there was no touch of genius in his captaincy then, nor has there been anything of the kind since. Was it good judgment in the Trial to keep Freeman on the field, and to keep him in the field, and to know all his wiles, was hitting him for 4's? In the match last Monday, when Challenor and Martin were making their solid first-wicket stand, the bowling was changed in couples, two fast and two slow, with no contrast. In batting, the Kent amateur has not the form of two or three years ago, and though it may seem ungracious to say so, candour compels the plain statement that Chapman has a good many superiors with claims to a place in an England team. As a captain, the only amateur in the two matches on which these criticisms

are based, who has the best credentials, is D. R. Jardine; and credentials in this connection embrace all that the leader of an England side on tour should be.

GOOD MEN AT HAND.

Assuming that Hobbs is fit and likely to remain so, he and Sutcliffe would be the batting leaders in Australia as before. Thence we go down four places and reach a full-stop. Hallows is not a player to stir the pulses, but his restraint and deliberation will be suited to the Australian game. Ernest Tyldesley would have no critic if his fielding were less stately, but even with this fault he will probably secure selection. Hammond, like Sutcliffe "selects himself," and then there can be no higher complainant. Tate has been the spin off the wicket for weeks; he is possessed; small wonder, seeing how much work he has been called upon to do in the last half-dozen years. He will, however, be in the next Test team, even if he can no longer be described as a Test match winner. The last remark applies to Larwood.

R. E. S. Wyatt, as a likely all-rounder—and it is in "all-round" men that England appears to be deficient—is to be preferred to Vallance Jupp, and instead of Freeman, Nichols should be included. The Essex right-arm fast bowler bowled really well in the Trial, and was well worthy of a place in last week's Test. As a left-hand bat, too, he showed that he would be a strong joint in any team's "tail."

As between Smith and Ames for the wicket-keeping post there is little to choose; as an additional bat, as well as the advantage of years, the balance is on the side of the young Kent player. Probably both will go to Australia. O'Connor and Leyland are the other young bloods to claim recognition, and of the two the last-named is to be preferred, because of his brilliance in the field—he was easily the most distinguished

of the players at Lord's either as a member of the Rest team or substitute for Hobbs—and also because he is the only left-arm bowler among the twenty-two players who have been on view. In bathing he is without doubt the most attractive of the younger race of left-handers.

Summing up this examination of the claims for places in the Test matches in Australia, with some confidence I think the Eleven will eventually be chosen from the following thirteen:—

D. R. Jardine (capt.), W. V. C. Jupp, R. E. S. Wyatt, Hobbs, Sutcliffe, Hallows, Tyldesley (B.), Hammond, Tate, Smith, Larwood, Nichols, and Leyland.

TURKISH MOSQUES.

CLOAKROOMS, SEATS, AND GOOD SINGING.

Constantinople, June 18.

Modern Turkey is now considering how best to bring religious worship up to date. A special commission under the auspices of the University of Stamboul, directed to submit proposals for the radical reformation of religious worship, has suggested the following measures in its report:—

Better provision for the upkeep of mosques; installation of seats and cloak-rooms so that worshippers need not remove their shoes; prayers, sermons, and all services to be conducted in the Turkish language (instead of Arabic); prayers to be intoned in harmony, so as to produce an agreeable impression on the "souls of believers." Muezzins and imams (callers to prayer and preachers) with good voices; and, finally, musical instruments and musical services to be introduced into the mosques.

The commission also suggests that special care be given to prepare preachers of real worth.

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RUGBY SCHOOL.

Dr. Temple, Bishop of Manchester, dedicated in Rugby School, Chapel, a marble table, which, with the Percival Gullhouse Centre of Adult Education in Rugby, forms the Old Rugbians memorial to Dr. John Percival, one time headmaster of Clifton, headmaster of Rugby and Bishop of Hereford. The dedication was preceded by a short service, conducted by the Rev. J. M. Hardwick.

In an eloquent tribute to Dr. Percival, Bishop Temple said: "Very much that is strongest and noblest in the Rugby tradition, as it now exists, bears the impress of his character." One's first impression of him was an overpowering

impression of a strong, righteous will. Everybody in the School, whether masters or boys, and whether they reflected upon it or not, was conscious of a central will that dominated the whole life of the place.

"There could be no doubt that the whole life of Rugby found its pivot with him, not because of the offices he held, but because of the moral energy which radiated from him. He was a man of extremely strong and deep emotion, held in iron control, and it was no doubt in the process of winning the contest over that great force of emotion that he had tempered his will to that exceeding strength. Those who were under him at Rugby would be grateful all their lives."

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On demand	87 1/2
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On Shanghai—	
On demand	76
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On Yokohama—	
On demand	108
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Silver (per oz.)	27 1/2
Bar Silver in Hong Kong	4 1/2 prem.
Chinese Copper Cash nom.	—
Chinese Copper Cents 6% prem.	—
Rate of Native Interest	7% p.a.
Chinese Sub. Coin	23 1/4% dis.
Hong Kong Sub. Coin Par.	—

THE SHARE MARKET.

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do. Lon. Reg.	\$141 1/4 n
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Mercantile A. & B.	\$26 n
do.	\$14 1/4 n
P. & O. Bank	\$29 1/2 n
Bank of East Asia	\$75 b
Insurance.	
Canton Insurance	\$635 n
Union Insurance	\$346 b
North China Insurance	\$146 b
Yangtze Insurance	\$50 n
China Underwriters	\$2 1/4 b
China Fire Insurance	\$245 b
H.K. Fire Insurance	\$780 b
Shipping.	
Douglas	\$38 1/2 b
H.K. Steamships	\$27 s 26.80 sa
H.K. Tugs & Lighters	\$2 n
Indo-China (Fr.)	\$35 b
do. (Def.)	\$70 n
Shell Transport	\$100/- n
Water-works	\$20 1/2 b 20 1/2 sa
Mining.	
Benguet	\$1 1/4 b
Kailash Mining Ad.	\$60/- s
Langkat (Combined)	\$711 s
do. (Single)	\$754 s
Shanghai Explorations	\$245 n
Shanghai Loans	\$73 1/2 n
Raupe	\$4.40 b
Tronoh Mines	\$17/6 n
Docks, Wharves, Godowns, &c.	
H.K. & W. Docks	\$130 1/4 s
China Providents	\$5.10 s
Hongkew	\$166 n
New Engineering	\$75 n
Shanghai Docks	\$1100 n
Cotton Mills.	
Ewo Cottons	\$3.80 b
Oriental Cottons	\$2 1/4 s
Shal Cottons (Old)	\$76 1/4 n
do. (new)	\$72 1/4 n
Lands, Hotels & Bldgs.	
H.K. & S. Hotels	\$3.90 n
Hongkong Lands	\$397 b
Shanghai Lands	\$118 b
Humphreys Estates	\$14.35 b
Hongkong Realities	\$7 1/4 b 7 1/4 sa
H.K. Territorials	—
Princes' Buildings	—
Public Utilities.	
H.K. Tramways	\$24 1/4 b
Peak Trams (old)	\$18 b
do. (new)	\$8 s
Star Ferries	\$64 1/4 s
China Lights (comb.)	
do. (old)	\$11.60 s
do. (new)	\$11.55 n
do. 1928 issue	\$10.70 b 10.80 sa
H.K. Electric	\$48 1/4 b
Electric (new)	\$47 1/4 n
Macro Electric	\$23 1/4 b
H.K. Telephone	\$24 b
China Buses	\$10 1/2 b
Singapore Traction	\$10/8 b
do. Pref.	\$17/8 b
Industrials.	
China Sugars	\$2 1/4 s
Macdon Sugars	\$24 1/2 s
Canton Ice	\$3.70 b
Cementa (comb.)	\$9 b 9.15 sa
do. (old)	\$8.40 n
do. (new)	\$1.65 s
H.K. Ropes (old)	\$8.80 n
do. (new)	\$8 1/2 n
United Asbestos Stores, &c.	—
Dairy Farms	\$21.90 s
Watsons	\$14.10 b
Yer A. Wight	\$0 cts. n
Yan. Corporation	\$23 n
Macdonalds	\$20 n
Sincere	\$9 1/4 n
Wm. Powell	\$3 b
Miscellaneous.	
H.K. Amusements	\$26 1/4 s
H.K. Construction	\$1 1/4 s
B. Ind. G. Bonds	6 1/2% n
E. K. Govt. Loans	8% Prem. b

The Oxford University Expedition, under Dr. T. G. Longstaff, has arrived at Godthaab (Greenland) in the steamer "Gertrude Kaak," to make biological researches in this part of Greenland. It will continue the work carried out by three previous Oxford University expeditions.

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NEAR DARLINGTON.

ENGLAND'S TERRIBLE RAILWAY DISASTER.

OFFICIAL INQUIRY.

Colonel Sir John Pringle opened at Darlington the Ministry of Transport inquiry into the railway disaster which occurred there on Wednesday night, when a parcels train and an excursion train crowded with people returning from Scarborough to their homes on Tyneside came into collision, twenty-five passengers losing their lives and about fifty being injured.

The inquiry was held in the same upper room of the L.N.E.R. district superintendent's office in which on the previous day the Coroner, Mr. J. T. Proud, opened the inquest on the twenty-five dead and adjourned it until July 17.

Sir John Pringle, after expressing sympathy with the friends of the sufferers, explained that the inquiry was purely for the purposes of the Ministry of Transport. It was not an inquiry which had to do with either criminal or civil action, but representatives of the men concerned and the London and North-Eastern Railway Company, themselves had raised no objection to his holding the inquiry in public, and as there was naturally public interest he had decided to do so.

One of the representatives of the L.N.E.R. associated himself with the words of the Inspector.

Mr. C. T. Cramp, on behalf of the National Union of Railwaymen, also joined in the expressions of sympathy and said that in regard to the relations between the railway company and the men they had always been on common ground in working for the safety and efficiency of the railway service. "We have," he said, "all prided ourselves on making it the safest and most efficient method of transport in the world."

Mr. J. Bromley, M.P., on behalf of the Associated Society of Locomotive Engineers and Firemen, endorsed Mr. Cramp's remarks.

THE PARCELS TRAIN.

John Thomas Robson, signalman at Platform East Signal Box, Darlington, the first witness, who has been fifty-two and a half years in the service of the company, and about seven years a signalman at Darlington Platform East, described how he was instructed by the station foreman to allow the parcels train to run to the south section, No. 1, from the south side of the Scissors Crossing and did so.

Before sending the parcels train on he had offered the train to the signalman at South Junction and obtained acceptance of the warning "under caution." This would be about 10.47 p.m.

"I lowered my home signal, No. 9, as the train was approaching," said Robson. "The calling-on arm on No. 11 was not lowered until the engine had passed No. 9." That, he explained, was in accordance with practice, following printed instructions in the signal box. Nos. 8 and 9, added Robson, informed the driver that he must proceed into the next section "at caution."

Sir John Pringle: Does No. 7 or 10 tell the driver that the home signals will be cleared?—No, it merely tells him that he is accepted "on caution."

He would be entitled to assume that he was not going to be stopped?—No. Robson explained that the parcels train was dealt with by the shunter, and that the engine and three waggons were detached. Then the remaining vehicles were pushed back by an engine on to the duplicate road back to the station signals.

"I put the train on the line at 11.4, and it proceeded to South Junction. The engine had passed No. 2 signal when I lowered the calling-on arm. The next thing I heard was the crash of the collision, and I did not know it was the parcels train until I was told by the signalman at South Junction. I was alone in the box at the time."

"The calling-on signal has been used during the whole of my eight years in this box. I have no knowledge of any previous case of a collision or accident in connection with the use of this calling-on arm."

SIGNALMAN CLEAR.

Robson said that he did not speak to the driver of the train as it was passing. It was not customary to warn verbally the driver that his train was accepted under caution, as the lowering of the calling-on arm had always been taken to indicate that the caution had been accepted.

Sir John: It is clear that there is no responsibility on this man at all. The rules say, "A green signal and a verbal warning have to be given unless a fixed warning signal is provided."

Thomas Walls, in charge of the Darlington South signal box, said that he had been there fourteen years out of his thirty-nine years as a signalman, and had forty-six years' railway service. The night the disaster occurred was fine, and there was a good view generally of the signal lights. He accepted the parcels train under caution, and when he had done so the excursion train from Scarborough was offered to him on the down main line at 11.1 "I refused. It at the time," he added.

Sir John Pringle: Why?

After consulting his books, Walls replied, "I cannot give the reason for the refusal. I accepted the excursion train at 11.2 p.m. It was passing my box at 11.8 when the collision took place."

Replying to Sir John, Walls said, "I did not observe the movements of the parcels train after I had accepted it under caution. I expected it would come to a standstill at the duplicate line."

James Garrett, assistant signalman in the South Junction box, who said that he had thirty-five years' railway service and twenty-eight years as a signalman, expressed the opinion that the excursion train, when it passed the box, must have been travelling at between thirty and forty miles an hour.

"SIGNALS AGAINST US."

Sir John: What drew your attention to anything wrong?—Before the collision occurred my attention was drawn to a noise in the lever frame, a clicking sort of noise. Before we decided actually what was the cause of the noise, I realised that there must be something wrong, so I at once threw the down main signal to danger.

"Drivers have told me before now," Garrett said, "that they thought number fourteen signal was a calling on signal, whereas it is a shunt signal."

Michael Morgan, an assistant shunter, with twenty-seven years' railway service, described the shunting operations with the parcels train, and coming to the departure from Darlington Station said:—

"I rode in the van at the rear of the parcels train. When we got to the end of the station I saw the signals were against us. At that time the engine would be underneath the signals, and it was not making any effort to stop."

"I immediately pulled my Westinghouse tap in the van. When I got within ten yards of the signals the speed of the train had been reduced so much that I heard an engine whistling, and I took it that it was my engine whistling. It was a short, a long, and a short. I put my Westinghouse back to normal and rushed to the door to see if the signals were off or on."

"I looked out of the van upwards to the signals, and saw these were both at danger. I immediately went back to the Westinghouse tap and pulled the handle until the train had almost stopped. Then the crash of the collision came."

Sir John: You acted rightly in applying the brake.

Morgan added that the Westinghouse tap was not in its normal position for more than four seconds.

Sir John: Did you pull it down to its fullest extent?—No. We had travelled thirty yards after the second application of the brake before the collision. Morgan stated that there were ten vehicles on the train.

"FAIRLY BIG BUMP."

Sir John: Were the last six vehicles thrown violently back a good many yards?—No, it was just a bump—a fairly big bump. I don't think we were pushed back more than a yard.

Morgan, in reply to questions, said that he was afraid that if he

ROBBERY ECHO.

CLAIM FOR LOSS ON INSURANCE POLICY.

ACTION FAILS.

A £20,000 jewel robbery in Paris was mentioned in an action by Mr. Nissim M. Rozanes, a jeweller, of Paris, to recover for the loss from Mr. John W. Bowen, a Lloyd's underwriter, on a jewellers' block policy.

The robbery took place at Mr. Rozanes' shop in Rue de Castiglione on August 23, 1920. Half the stolen jewellery belonged to Mr. Rozanes and half to customers. The stock had been insured with Lloyd's underwriters for £40,000.

Mr. Bowen contended there had been non-disclosure of material facts when the policy was taken out because, although the proposal form mentioned only the loss of a necklace worth 4,000 francs, Mr. Rozanes had had other losses.

Mr. Rozanes replied that he gave full particulars of his losses to a Mr. Alfred Hacco, a Paris insurance agent, now dead, but that Mr. Hacco did not enter them on the proposal form.

Mr. Justice Wright held that there had been non-disclosure of material facts, and he ruled against Mr. Rozanes' contention that Mr. Hacco was Lloyd's agent.

Judgment was entered for Mr. Bowen with costs.

put the brakes full on it would have divided the train.

James Henry Sharpe, the guard of the parcels train, heard from Sir John what Morgan's evidence was, including his statement that he did not apply the Westinghouse brake to the fullest extent, and Sir John asked: What would you have done?

Sharpe: Once I had the brake on I should never have taken it off.

William Morley, foreman at Darlington Station, said that the parcels train usually stopped in the centre of the platform, but on Wednesday night it was sent to the south end of the platform because of the excursion train due at 10.44 and only running one minute late.

Asked by Sir John what he would have done if he had been in the position of the shunter and seen the signals at danger, Morley said, "I would have stopped the train dead and so attracted the driver's attention by that."

Vernon Reginald Bryant, the fireman of the excursion train, said that the train left Scarborough on time at 8.55 p.m. It was checked by distance signals at one or two places before leaving Darlington South Junction, and the brake which the driver applied was in good order.

35 MILES AN HOUR.

On passing the junction signal box the signals, as far as he could see, were clear. The speed of the train was about thirty-five miles an hour. He did not notice the down main starting signal put to danger before the train passed. On seeing there was no obstruction before actually passing the signal box, he began firing.

"I had stopped, and was looking out when I saw an obstruction. It was the headlights of an engine. The driver saw them at the same time, and immediately applied the brakes. It was a full emergency application."

Frederick Hadwin, the guard of the excursion train, said that the brake, which he tested in his van at the rear of the train, was in perfect condition.

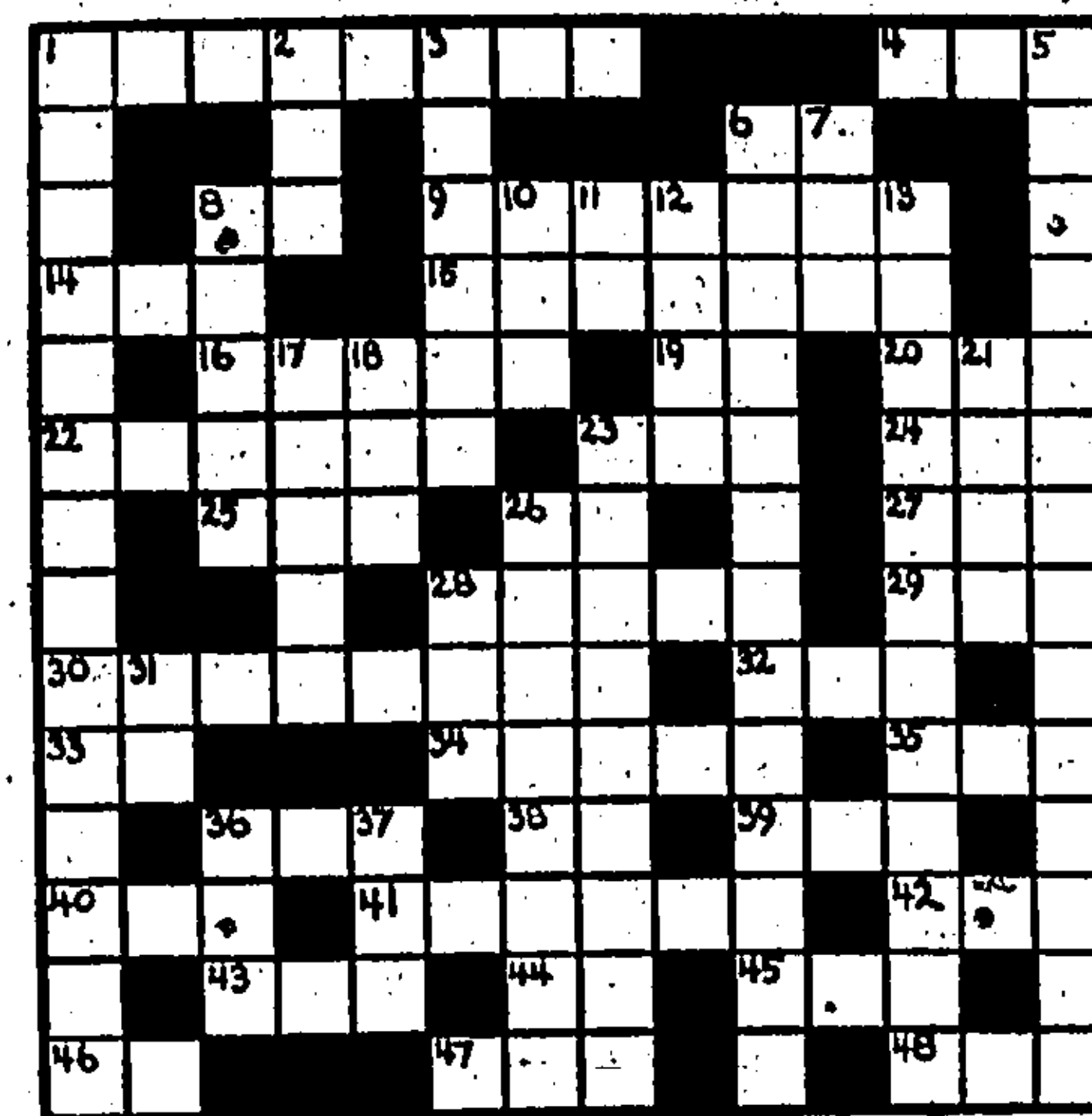
"The first thing I felt of the accident was when I went through the window. I was sitting on the left, and the collision flung me out of the window on the right. I saved myself to some extent by holding on to the door and supporting myself on the running-board until I fell out."

He estimated the speed of the train at the time of the collision at between forty and forty-five miles an hour. Just before he was flung out of the window he noticed that the continuous brake was applied full on.

Sir John Pringle adjourned the inquiry sine die, saying he wished to take the evidence of the drivers of the excursion and parcels trains and the fireman of the parcels train when they were in a fit condition. —"The Observer."

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



- | | | |
|--|--|---|
| HORIZONTAL | HORIZONTAL (Cont.) | VERTICAL (Cont.) |
| 1-To name in baptism | 35-Common insect | 5-Leagues |
| 4-Short for "doctor" | 36-Word expressing refusal | 6-A famous American general |
| 6-Guinea (abbr.) | 37-The English navy (abbr.) | 7-Combining form—"one" |
| 8-Exist | 38-To gain | 8-Edible root (pl.) |
| 9-To inflame | 39-To observe | 10-A compound, as of atoms with one or more electrons |
| 14-To observe | 40-Unit | 11-Short meter (abbr.) |
| 15-A schoolmaster | 41-The East | 12-Prong of a fork |
| 16-A city, S. W. Prussia | 42-Combining form from the Greek "mass," equal | 13-A sect |
| 19-Point of compass (abbr.) | 43-To make love to | 14-Border of the sea |
| 20-No (Scott.) | 44-Prefix—same as "ex" | 15-To use needle and thread |
| 22-One or the other of two | 45-Interjection | 21-A Hebrew month |
| 23-A grassy field | 46-In this manner | 22-State of being slack |
| 24-Quest | 47-Beast of burden | 23-Fruit that reminds one of George Washington (pl.) |
| 25-To scatter, as seed | 48-Numbers (abbr.) | 24-To tilt |
| 26-Prefix—"with" | | 31-A square land-measure (abbr.) |
| 27-Girl's name | VERTICAL | 35-Lately made |
| 28-Betrothal | 1-Imaginary figures in the sky formed by the stars | 37-Likewise |
| 29-Irregular (abbr.) | 2-Solidified water | |
| 30-Blood vessels | 3-Machine for tending | |
| 32-Tavern | | |
| 33-Toward | | |
| 34-To dress with the back, as birds their feathers | | |

SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES.
Start out by filling in the words of which you feel reasonably sure. These will give you a clue to other words crossing them, and they in turn will give you a clue to still others. A letter belongs in each white space, words starting at the numbered squares and running either horizontally or vertically or both.

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

FAMOUS BUILDINGS.

CRACKS CAUSED BY VIBRATION.

Experts are alarmed at the peril caused by traffic vibration to some of London's most famous buildings. The "Sunday Express" understands that a thorough survey of the central area has been ordered.

The Nelson Column and the National Gallery in Trafalgar-square, St. Paul's Cathedral, Westminster Abbey, and the Law Courts are typical of the notable structures which are threatened.

Delicate instruments, which will register the slightest quiver due to the vibration caused by passing traffic will be installed in buildings and in the streets.

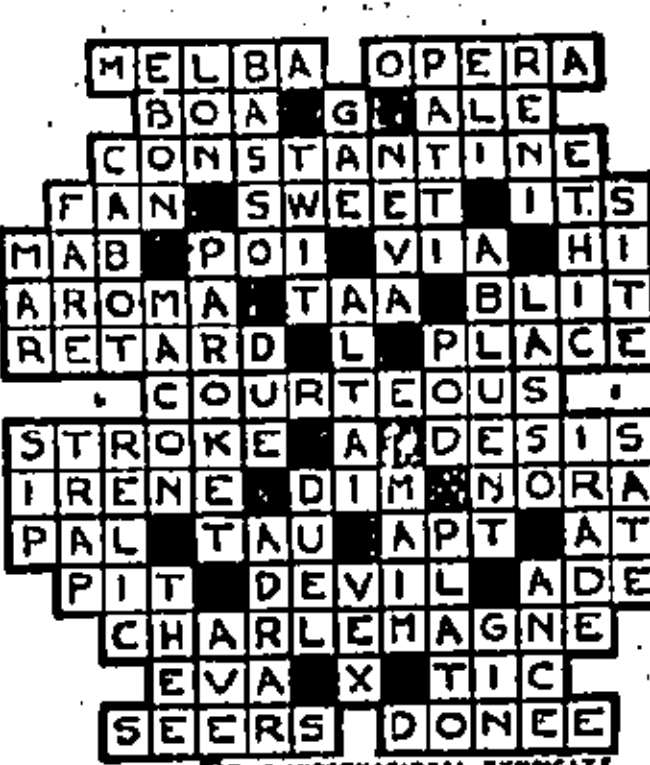
"The question of traffic vibration will come before the science committee of the Royal Institute of British Architects shortly," said Mr. H. V. Lanchester, a prominent architect and a vice-president of the institute, to a "Sunday Express" representative.

Safer When Old.

"The situation is undoubtedly serious, it has been brought to our notice several times, and the Central Hall accident—when a boy was killed and seven other people injured by the fall of a ceiling—has brought matters to a head."

"Strangely enough, it is not the old buildings which cause us

YESTERDAY'S SOLUTION.



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worry, but those of new and modern design.

"Old buildings, loosely constructed, absorb most of the traffic vibration without any effect on the structure. It is the modern building of steel and concrete—a cast-iron affair—that is such a dangerous conductor of vibration."

Officials from the Office of Works have had the Nelson Column under observation for some time. The gyratory traffic round the square and the vibration from the tubes which run beneath are believed to be causing it to vibrate.

The monument was designed originally to allow a sway of some inches under the force of wind pressure. It is thought that this sway has been increased by the street and underground traffic.

An official at the Ministry of Health said: "It is almost certain that some steps will have to be taken, both by the London County Council and the Ministry of Health, not only to strengthen buildings that are now being erected, but to safeguard those already erected."

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ENGLISH GUIDES.

FRENCH RIVALS ANXIOUS TO OUST THEM.

STRANGE AGITATION.

Because of the preference shown by British and American tourists for English guides to "do" Paris, certain organisations are pressing for a law limiting to Frenchmen the right of lecturing at Versailles, Fontainebleau, and other show places.

"Down with the 'allens!' and 'The Englishwoman must go!'" are the cries of the leaders of this strange agitation. An objection to certain Dutch guides who are popular in Paris is marked on the part of the French organisations supporting the campaign.

The Englishwoman whose banishment is sought is Mrs. Enid Seymour Eyles, who has won a wide reputation for the raciness of her descriptions of French kings and queens and the figures of the Revolution.

Mrs. Eyles, in a broadcasting talk recently, discussed the possibilities of guide work as a new career for women, but so far as Paris is concerned she is without a competitor.

Her work, besides the qualities of a trained speaker, demands considerable powers of physical endurance. Many of her lectures are given when she is perched between two motor-coaches. Often, after a full day's programme, she is taking parties to see the night life of Paris till the small hours of the morning.

A remarkably vivacious and attractive woman, Mrs. Eyles enlivens her talks with a fund of anecdotes from French biographies and memoirs, of which she is an avid reader.

Romance of History. "When I was a child," she told an "Evening News" correspondent, "my mother, instead of telling me the fairy tales most parents tell their children, used to tell me little stories from French history books.

"But it was really an accident that led me to take up the position of guide. My husband, who was in charge of the Paris office for Frames Tours, fell ill and I found myself acting as hostess to large parties from England.

"I went round with them on the sight-seeing tours, and found that I frequently had to interpret what the French guides were saying, and that I could answer many of the visitors' questions when the guides could not.

"I began to receive requests for my services, and I have been acting as a guide now for five years. Constantly I am finding numbers of people among my listeners who are really not attached to my party. This has not been pleasant for some of the other guides, and they are very anxious to get rid of me.

Protect the Tourist.
"If the movement for the exclu-

sion of English guides should succeed, some steps will certainly have to be taken by the English tourist agencies to ensure that visitors shall have better treatment than the French guides have given them hitherto.

"Many of the so-called guides are out.

These are people we shall never see again. That policy does not help the French and people who cater for visitors: the wiser plan is surely to make visitors want to come again.

"English visitors can best be advised by English people who know the ways of Paris and can protect them against profiteers."

VENGEFUL HUSBAND

CAR SMASH AT MILE A MINUTE.

Ipo, July 20.

An extraordinary motoring fatality occurred near Taiping yesterday, in which one person was killed, two injured, and a new Buick car smashed beyond repair.

It is stated that Mr. Lim Yeong, a well-known miner, accompanied by the manager of his mine and another Chinese, was chasing his wife, who was alleged to have run away from his household.

They started from Menglembu, and proceeded towards Penang on the main road. They had all but reached Taiping—having covered the distance of 70 miles in 75 minutes—when the car shot off the road, turned three somersaults and finished in the ditch. The manager was instantly killed, and the injuries of the other two passengers were serious.—"Straits Times."



Nothing Tempting on the Menu?

To stimulate the jaded appetite, aid digestion, and to correct liverishness—the cause of most of our "ill-feelings" these hot days—try Pinkettes, the dainty little laxative regulators, to-night and you'll surely feel 100% hungrier, happier and generally better in the morning. Pinkettes cause no pain or inconvenience, act as gently as nature. Of chemists everywhere, or post free, 60 cents the vial, from the Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

THE OXFORD GIRL.

ARCHBISHOP OF YORK'S PRAISE.

CELEBRATIONS.

The Duchess of York attended the jubilee celebrations in connection with Lady Margaret Hall College, Oxford. The Duchess, who wore a biscuit-coloured coat and close-fitting hat of the same colour, was present at the luncheon at the college at which the guests included the Archbishop of York and Sir Oliver Lodge, and afterwards she presented the insignia of the D.B.E. to Dame Elizabeth Wordsworth.

The Archbishop of York, in proposing the toast of the college, said he had always been a most ardent advocate of the women's college at Oxford. He remembered the days when students were still chaperoned to lectures.

It had been a source of regret to Oxford that Cambridge was the first to start on the road of woman's education, but, after all, since then, Oxford had made great strides. The prejudice which used to exist with regard to what was then called a "blue-stocking" no longer prevailed. He could imagine nothing more ridiculous than the application of such a term to the girls he had known at that hall. It was a fact, and he hoped it always would be—that there was no such thing in Oxford—the very idea was impossible.

His experience of many generations of women students at Oxford was that they regarded it as primarily a place of learning, and not, as many of the men students did, a place of amusement tempered by some irksome discipline. In spite of the ardour which the girls addressed to their serious studies, his experience was that they had been all along healthy, human, happy-hearted girls.

The students were able to keep the spirit of Oxford in peace. It was all very well to talk about Oxford still whispering the last inducement of the Middle Ages—that might have been true once, but it was true no longer. Oxford resounded with the latest noises of the twentieth century. He rejoiced to know that there was one place where the members of the University could be beyond the reach of what we were pleased to call modern civilisation.

Although Lady Margaret Hall College was rich in memories and honours, he added, it was poor in resources. The college had not the support of an endowment, but a burden of debt charge of £30,000.

Miss L. Grier, principal of the college, said that she had received a promise of £2,000 from Miss Hartness, of America, for the foundation of a Mary Stillman Hartness Scholarship.

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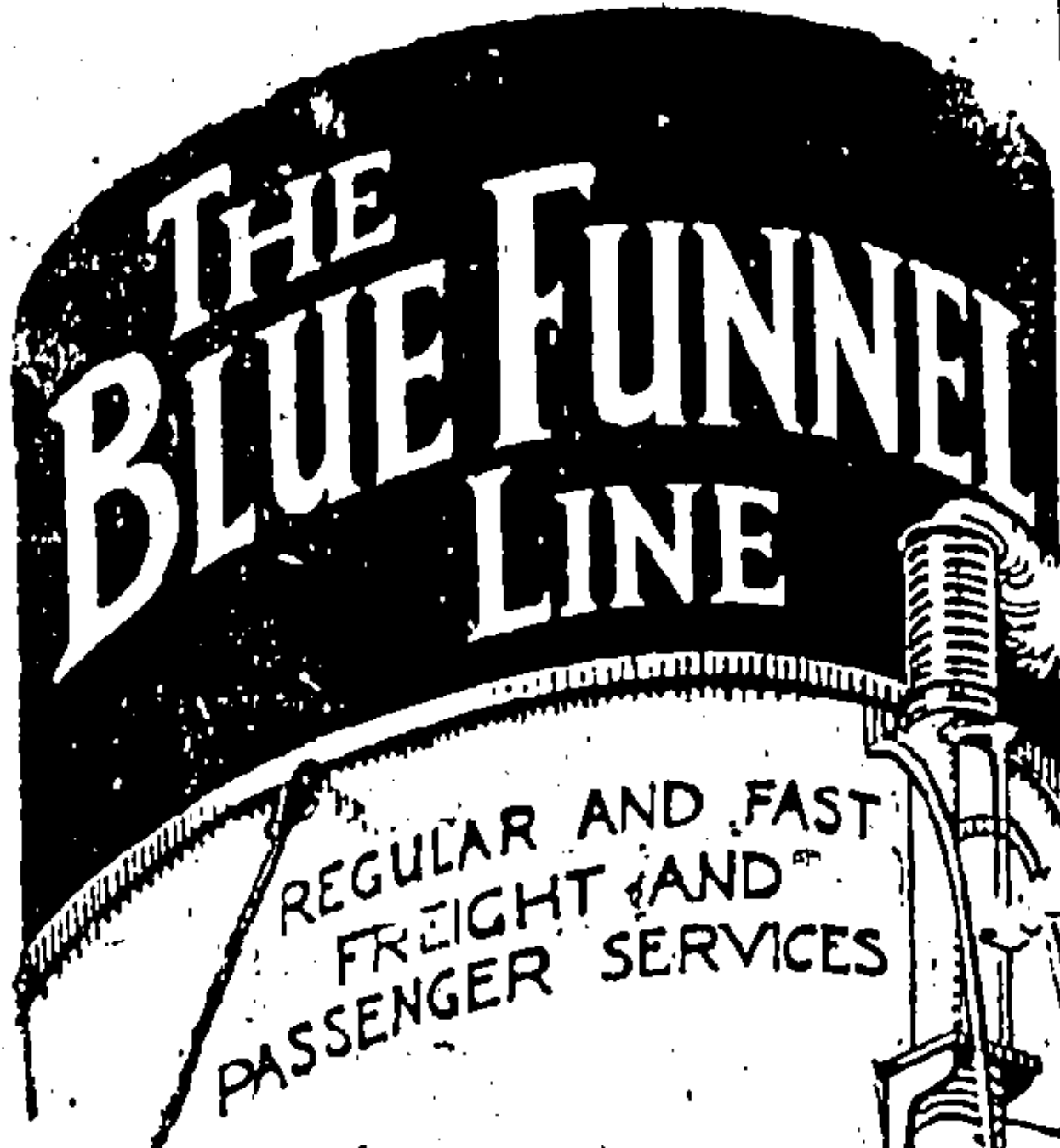
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LONDON SERVICE.

"GLAUCUS" 7th Aug. Marseilles, London, Rotterdam & Hamburg
"PHILOCTETES" 21st Aug. Marseilles, London, Rotterdam & Hamburg
"AENEAS" 4th Sept. Marseilles, London, Rotterdam & Glasgow

LIVERPOOL SERVICE.

"ANTIOCHUS" 20th Aug. Genoa, Havre, Liverpool & Glasgow
"TEUCER" 23rd Aug. Havre, Liverpool & Glasgow

PACIFIC SERVICE.

via KORE & YOKOHAMA.
"TALTYBUS" 2nd Aug. Victoria, Vancouver & Seattle
"KIKON" 23rd Aug. Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"LYCAON" 24th Aug. New York, Boston & Baltimore
"HEMUS" 17th Sept. Boston, New York & Baltimore

PASSENGER SERVICE.

"AENEAS" 4th Sept. Singapore, Marseilles & London
"SARPEDON" 3rd Oct. Singapore, Marseilles & London

OUTWARD SERVICE.

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POST OFFICE NOTICE.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

INWARD MAILS.

From	Per
U.S.A., Honolulu, Japan and Shanghai	FRIDAY, AUGUST 3.
Europe via Suez (Letters and Papers London 6th July and Parcels 28th June)	President Madison
Shanghai	Kashmir
Shanghai and Amoy	Luchow
Straits	THURSDAY, AUGUST 4.
Manila	SUNDAY, AUGUST 5.
Australia and Manila	WEDNESDAY, AUGUST 8.
	Tanda

OUTWARD MAILS.

For	Per
Bangkok	WEDNESDAY, AUGUST 1.
Sam Shui and Wuchow	Apoc 4 p.m.
Bangkok	Tai Hing 4.30 p.m.
	Havrot 5 p.m.
Hoihow and Haiphong	THURSDAY, AUGUST 2.
Straits	Menado Maru 8.30 a.m.
Japan and Victoria, B.C.	Van Heutze 10.30 a.m.
Swatow	Talhybus 10.30 a.m.
Saigon	Hydrangea 2.30 p.m.
Shanghai	Lyeemoon 3.30 p.m.
	Chenai 4.30 p.m.
Haiphong	FRIDAY, AUGUST 3.
Manila, Sandakan, Australia and New Zealand via Thursday Island	Song Bo 8.30 a.m.
due Thursday Island, 18th Aug. Parcels Noon. Registration 1.45 p.m. Letters 2.30 p.m.	
Swatow, Amoy and Foochow	Arafura 2 p.m.
Shanghai and Europe via Siberia	Haining 4.30 p.m.
Straits, Ceylon, India, Mauritius, E. & C. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 2nd Sept. K.P.O. Parcels 4.30 p.m. Registration (Aug. 4th) 9 a.m. Letters (Aug. 4th) 10 a.m. G.P.O. Parcels 5 p.m. Registrations (Aug. 4th) 9.45 a.m. Letters (Aug. 4th) 10.30 a.m.	Suiyang 6 p.m.
Haiphong, Pakhol and Haiphong	Kashmir
Manila	THURSDAY, AUGUST 4.
Amoy	Tan 8.30 a.m.
	Kalyan 10 a.m.
	Pres. Madison 4.30 p.m.
	Namsang 5 p.m.

*Correspondence bearing vessel's name only.

Printed and published for the Proprietors, The Newspaper Enterprise Limited, by DAVID CHRISTIAN WILSON, business manager, at 3A, Wyndham Street, Hong Kong.

"WINNIE" AND "JIX" CAUSE A STIR.

FISCAL FLUTTER.

FREE TRADE v. PROTECTION ISSUE?

"INDISCRETIONS."

London, Yesterday.
An alleged Government split over the fiscal issue is agitating political circles, following discordant speeches by Mr. Winston Churchill and Sir William Joynson-Hicks. The former, in the House of Commons upheld the virtues of free trade while the latter, subsequently at Rome, intimated that in view of the benefits conferred on the smaller trades by the safeguarding policy, the Government would, before next election, have seriously to consider an extension to the major industries like iron and steel.

Mr. Baldwin, hitherto silent, is reported to be very annoyed at his colleagues' "indiscretions" which will divert public attention from the Government's monumental rating scheme. Meanwhile a memorial, signed from the representatives of basic industries, has been forwarded to the Prime Minister urging the Government to seize the opportunity provided to report at the International Economic Conference to support a movement in the direction of international free trade, declaring that no country is so dependent upon the free exchange of goods as Britain, whose great industries can only hope to recover their pre-war prosperity by a revival of their overseas markets.—Reuter.

18. YEARS' SERVICE.

MR. KHAWAS KHAN RETIRING ON PENSION.

INDIANS' RECEPTION.

On the occasion of the departure to-morrow of Mr. Khawas Khan, the Indian members of the Hong Kong Government Service are holding a reception at the Hotel Savoy this afternoon.

Mr. Khawas Khan, one of several illustrious brothers who have served the Crown in many places in the Empire, has eighteen years' work to his credit, being in the Supreme Court general office and acting as interpreter for some considerable time until recently.

Mr. Sirdar Khan, his brother, is Chief Clerk in the Harbour Office. Another brother, Mr. Hashim Khan, was formerly in the Post Office; he was honoured with the rank of Khan Sahib and is now a Magistrate in his own district in India. Yet another brother is Khan Sahib, this being Captain Ajab Khan, who was the Imperial Government's diplomatic representative in Arabia during a critical period and has a large number of brilliant achievements to his credit.

Mr. Khawas Khan holds an important position in the Hong Kong Police Reserve, Indian Company.

RICE THIEF.

CLUMSY THEFT OF 100 CATTIES.

For stealing 100 catties of rice from a shop at No. 5 Amoy-street two Chinese were each sentenced to 3 weeks' hard labour, by Mr. R. E. Lindsell at the Central Magistracy this morning.

According to the prosecution, defendants went to the shop and ordered 100 catties of rice. The foki of the shop then carried the rice and proceeded with the defendants. The rice was taken to a sampan while the first defendant ordering the second defendant and the foki to wait for his return, sailed away with it. He did not return, though the others waited for a few hours. Subsequently, the second man tried to escape but was caught by the foki and handed over to the police. The first defendant, arrested two days' later at Yau-mat, admitted that he had sold the rice for \$6.

The Magistrate, in passing sentence, ordered the return of \$42.50 found in the first defendant's pocket, to the complainant.

RAILWAY SMASH IN GERMANY.

TERRIBLE HAVOC.

EXPRESS AND GOODS TRAIN COLLIDE.

14 KILLED; MANY INJURED.

Berlin, Yesterday.
Fourteen persons have been killed and over 20 injured in a collision with an express from Saarbrücken and a stationary goods train between Ulm and Augsburg owing to the points failing to function.—Reuter.

NOTES EXCHANGED.

CHINESE-U.S.A. COMMERCIAL TREATY.

EXTRALITY NEXT TOPIC?

Shanghai, Yesterday.

The American Consul-General has released the following Note from Mr. J. V. A. MacMurray (the U.S. Minister) to Dr. C. T. Wang (Foreign Minister) acknowledging the receipt of the "undated telegram wherein you communicate to me directly the English translation of the Note, the original of which you advised me was being transmitted to me through other channels, in response to a telegram dated the 24th inst., wherein I conveyed to you the Note of that date from Mr. Kellogg. Since the time that your Note was written you have no doubt learned of the signature to the Treaty regulating Sino-American tariff relations.

"In the conclusion of that Treaty the United States Government acted very promptly and completely fulfilled what had been offered in Mr. Kellogg's Note. In order, therefore, to avoid the possibility of a misconception as to the purposes of my Government under the present circumstances I must point out that whereas your Note to me refers to 'negotiations soon to commence,' it is now the fact that such negotiations as the American Government had in contemplation have already been satisfactorily concluded."

Dr. C. T. Wang's Note is not available but it is believed that it suggested opening negotiations in connection with the abolition of American extraterritoriality.—Reuter.

Dr. C. T. Wang's Reply.

Shanghai, Yesterday.

"The Nationalist Government feel much gratified to be apprised of the deep and sympathetic interest with which the American Government and people have been watching the recent developments in this country, and of the readiness of the American Government to enter into negotiations at once for the purpose of concluding a new treaty," declares Dr. C. T. Wang in reply to Mr. MacMurray's communication of the 24th inst., transmitting Mr. Kellogg's Note regarding treaty revision. Dr. Wang added that he hoped negotiations will result in a proper settlement of all questions in need of immediate solution.—Reuter.

Fifth Plenary.

Nanking, Yesterday.

The inaugural ceremony of the Nationalist fifth plenary conference will be held to-morrow morning at the Assembly Hall of the Central Party Headquarters. Owing to the fact that a number of members have not arrived in time for the opening of the session only preliminary meetings will be held from August 1 to 3 for an informal exchange of views. The first formal session will be held on Aug. 4. At present 26 members of the Central Executive Committee and 8 of the Central Supervisory Committee have arrived.—Reuter.

Air Conference.

Shanghai, Yesterday.

The National Aviation Conference will open at Nanking to-morrow under the chairmanship of Chang Ching-yu, Commander of the Nationalist Air Force.—Reuter.

Yen Hsi-shan.

Peking, Yesterday.

It is officially confirmed that General Yen Hsi-shan is suffering from appendicitis at Kaoyi, north of Shunthefu.

The "Peking Leader" reports Reuter.

POLISH AVIATION TRAGEDY.

OBSERVER KILLED.

TRAGIC INCIDENT ON LONG "NON-STOP."

NEAR BAGHDAD.

Baghdad, Yesterday.
The ambitious attempt in a non-stop flight from Warsaw by the Polish Lieut. Kalina as pilot and Lieut. Czalas as observer, ended tragically.

The intention was to fly to Baghdad and Cairo and back to Warsaw in a Fokker monoplane fitted with three Wright whirlwind engines. The roar of the engines at the conclusion of the non-stop from Warsaw was heard at Baghdad at 2 a.m. Flares were lit at the R.A.F. Aerodrome at Hinaldi, but the pilot circled the city postponing the landing till dawn.

At 5 o'clock he crashed on the aerodrome's flood protection bank. Czalas was killed and Kalina and a mechanic slightly injured.—Reuter.

Caught In A Sand Storm.

A party of French officers in three aeroplanes, flying from Syria, in a courtesy visit to the 55th Squadron of the R.A.F. at Baghdad encountered a dense sand storm.

Two of the machines crashed in landing but the aviators were uninjured.

The third arrived safely. The R.A.F. have located the stranded party and saved the engines.

The Frenchmen burned the damaged machines.—Reuter.

CHASE IN GARDENS.

BORNEO DEER AT LARGE FOR 45 MINUTES.

30 MEN NEEDED IN THE HUNT.

More than thirty employees of the Botanical and Forestry Department answered the urgent summons to the Botanical Gardens yesterday afternoon when a Borneo deer escaped from its cage and was "hunted" for upwards of three quarters of an hour before being recaptured.

The "China Mail" understands that an animal keeper failed to secure the gate to the cage after feeding hours. The deer ventured out and then careered into several parts of "new garden," which is that section of the Botanical Gardens between Albany-road and Glenalee.

The birds, as many may know, are in the old garden. The animals—comprising the wayward deer and another quadruped from Sumatra—are housed in cages near the Albany-road of new garden.

An eye-witness of the escapade says that a number of children were alarmed by the antics of the deer but there was no danger to them.

A DAGGER.

SIX MONTHS' HARD LABOUR FOR CHINESE.

A Chinese named Lau Tak was brought before Major C. Willson, O.B.E., this morning for being in possession of a dagger without a licence.

The defendant said the dagger had been brought back by him from the Straits.

According to the prosecution, defendant, when arrested on board the Star Ferry at Tsimshatsui, at about 7 o'clock this morning, said the dagger had been brought back by him from Java four months ago, but defendant had since returned from Canton. Sentence of 6 months' hard labour was imposed.

that he received emergency treatment for appendicitis at Yuan-shih-hsien and afterwards proceeded to Shunthefu where his condition was found to be serious.—Reuter.

No Naval Clash.

Shanghai, Yesterday.

Reuter has been informed by the Commander-in-Chief of the Italian naval forces in the Far East, that the report of a clash between the cruiser "Sebastiano Caboto" and a Chinese warship at Newchwang, Manchuria, early on July 28, is without foundation.—Reuter.

GOLD COAST DRAMA!

A moving and powerful story of a woman's fight to gain the love of a criminal!

LYA DE PUTTI in MIDNIGHT ROSE

with KENNETH HARLAN

SET AGAINST THE COLOURFUL BACKGROUND OF THE GOLD COAST.

A JAMES YOUNG PRODUCTION

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FINAL SHOWINGS TO-DAY

At 2.30, 5.10, & 7.15 Only.

TO-NIGHT AT 9.20.

The World Famous Magician

LONG TACK SAM

and his brilliant company of

CHINESE WONDER WORKERS.

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WORLD

FINAL SHOWINGS TO-DAY.

Orchestra 5.15 & 9.20.

Interpreter 2.30 & 7.15.



MARY PICKFORD in 'SPARROWS'

An intensely human story, rippling with kindly and irresistible charm.

AT THE

WORLD

FINAL SHOWINGS TO-DAY.

Orchestra 5.15 & 9.20.

Interpreter 2.30 & 7.15.

AN INTENSE STORY OF THE SECRET SERVICE.

CECIL B. DE MILLE

Three Faces East

with JETTA COWARD, ROBERT AMES, ROBERT WALKER, and CLAYE BROWN

AT THE

STAR

FINAL SHOWINGS TO-DAY

Continuous 2.30 to 11.15.

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